



## TOMMY G. THOMPSON

Governor  
State of Wisconsin

July 1996

### TO INTERESTED PARTIES:

The Transportation Projects Commission, created by the Legislature in 1983 to seek greater public participation in the selection of major highway projects, has scheduled two public hearings. The hearings have two purposes:

1. To provide supporters and opponents of the *Candidates for Enumeration* projects an opportunity to inform the Commission members, the decision makers, about their candidate projects.
  
2. To provide information from the public testimony to the Department of Transportation evaluation process, which is the Department's basis for recommendation to the Commission.

### HEARING SCHEDULE

The first hearing, for projects in the southern part of the state, will be held on Wednesday, July 17 at the Holiday Inn Express in Janesville (map attached). The hearing will be held from 10:00 a.m. to 4:00 p.m.

The second hearing, for projects in the northern part of the state, will be held on Tuesday, July 30 at St. Norbert College's Bemis International Center in De Pere (map attached). The hearing will be held from 10:00 a.m. to 4:00 p.m.

Registration will begin one hour in advance of the hearing and continue through the hearings. Because of the amount of testimony expected, the time available to individual speakers will be limited. Attached is a list of equipment which will be available for your use.

Written testimony may also be submitted to the Transportation Projects Commission, Wisconsin Department of Transportation, Bureau of Program Management, 4802 Sheboygan Avenue, Room 951, Madison, Wisconsin 53705.

PURPOSE OF TESTIMONY

Let me suggest how you should prepare your testimony for the Transportation Projects Commission hearings. Please consider and address all relevant concerns, such as highway safety, congestion, economic development needs, effect on the quality of life, etc. of your project(s). Try to focus in on specific statements about the benefits and effects of the project(s). Generally, the more examples you can provide on how and why the project will be beneficial or not, the better.

While the primary reason for the hearings is to provide an opportunity for you to "make your case" to the members of the Transportation Projects Commission, the Department of Transportation will also be using the testimony as part of their project evaluation processes. Specifically, they will be looking for why the projects will promote economic development and how you plan to take advantage of it. This includes both a project's potential effect on the competitiveness of existing businesses, as well as its capacity to attract new job growth.

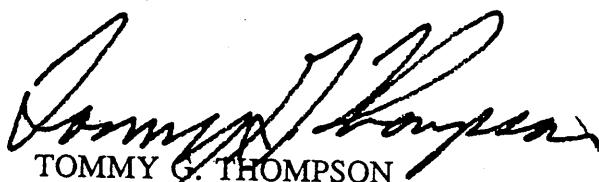
Both the Commission and Department will also evaluate how broad the base of support for the project is and whether there is unity of support for the project at the county and regional levels as well as in the local communities.

Attached is a copy of Transportation Projects Commission Information Paper # 2, which shows the factors the Department will use in ranking *Candidates for Enumeration* projects and the relative weight of each factor. The three areas scored by public testimony are marked with an asterisk.

The paper also describes how the Department will conduct its evaluation of *Candidates for Study*. This evaluation will score some of the same areas used in ranking the *Candidates for Enumeration*.

Finally, I urge all who are interested in the state's major highway projects to attend the hearings and make their views heard.

Sincerely,



TOMMY G. THOMPSON  
Governor

TGT:brj  
Attachments



Holiday Inn EXPRESS  
3100 Wellington Place  
Exit # 171C from IH 90/Hwy 14 East  
Janesville  
(608) 756-3100

**Public Hearing - Janesville**

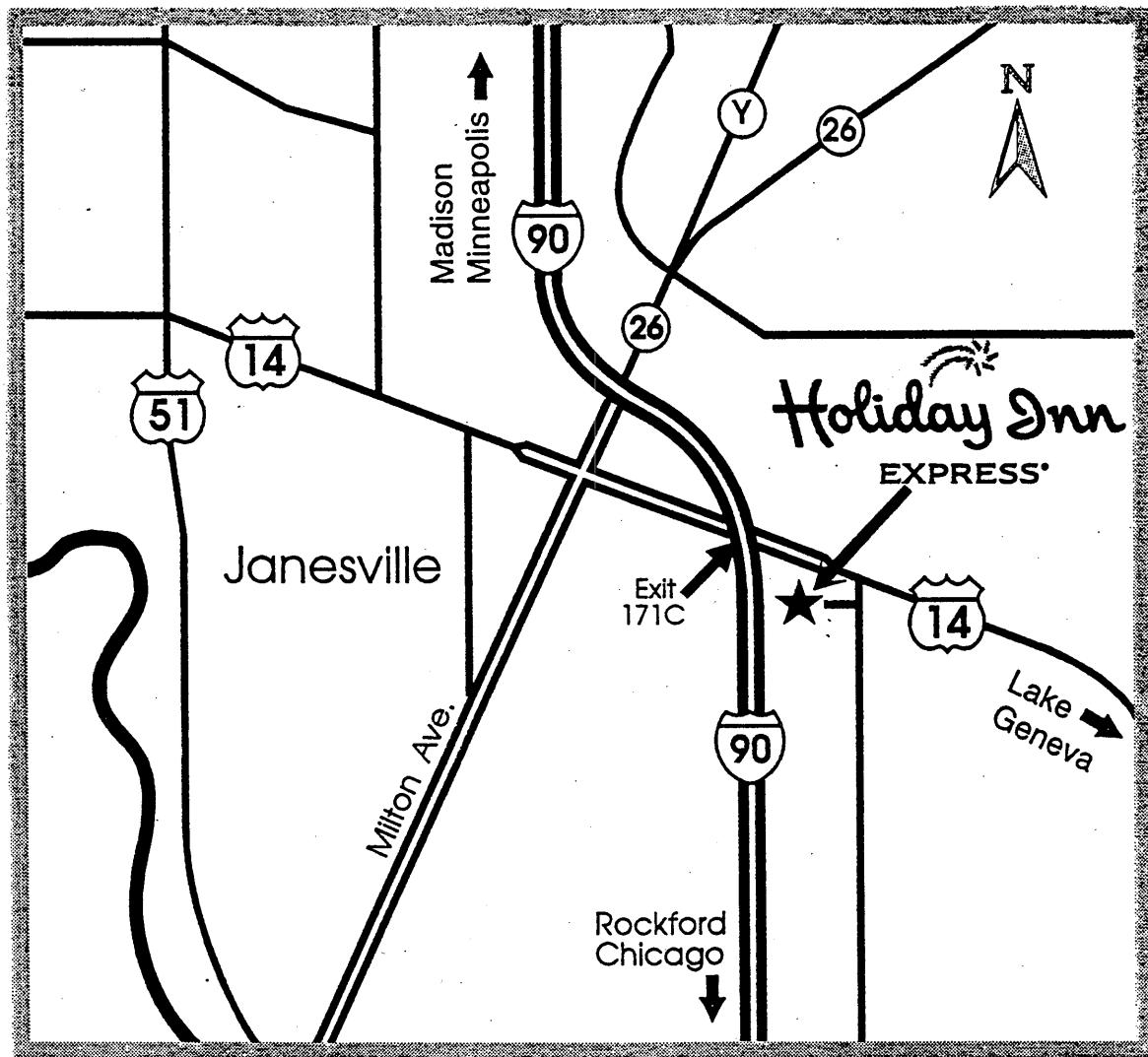
***SCHEDULE***

**Wednesday, July 17, 1996**

10:00	<b>STH 11/36</b>	<b>Burlington Bypass</b> Racine & Walworth Counties
11:30	Lunch	
12:30	<b>USH 12</b>	<b>Ski Hi Road - IH 90/94</b> Sauk County
2:00	Break	
2:15	<b>USH 151</b>	<b>Dickeyville - Belmont</b> Grant & Lafayette Counties
4:00	End	

Location Map for  
TRANSPORTATION PROJECTS COMMISSION  
PUBLIC HEARING

July 17, 1996



Exit # 171C from I-90  
Hwy 14 East to Wellington

Holiday Inn EXPRESS  
3100 Wellington Place  
(608) 756-3100



St. Norbert College  
Bemis International Center  
Corner of Reid and 3rd Streets  
De Pere  
(414) 337-3024

**Public Hearing - Green Bay**

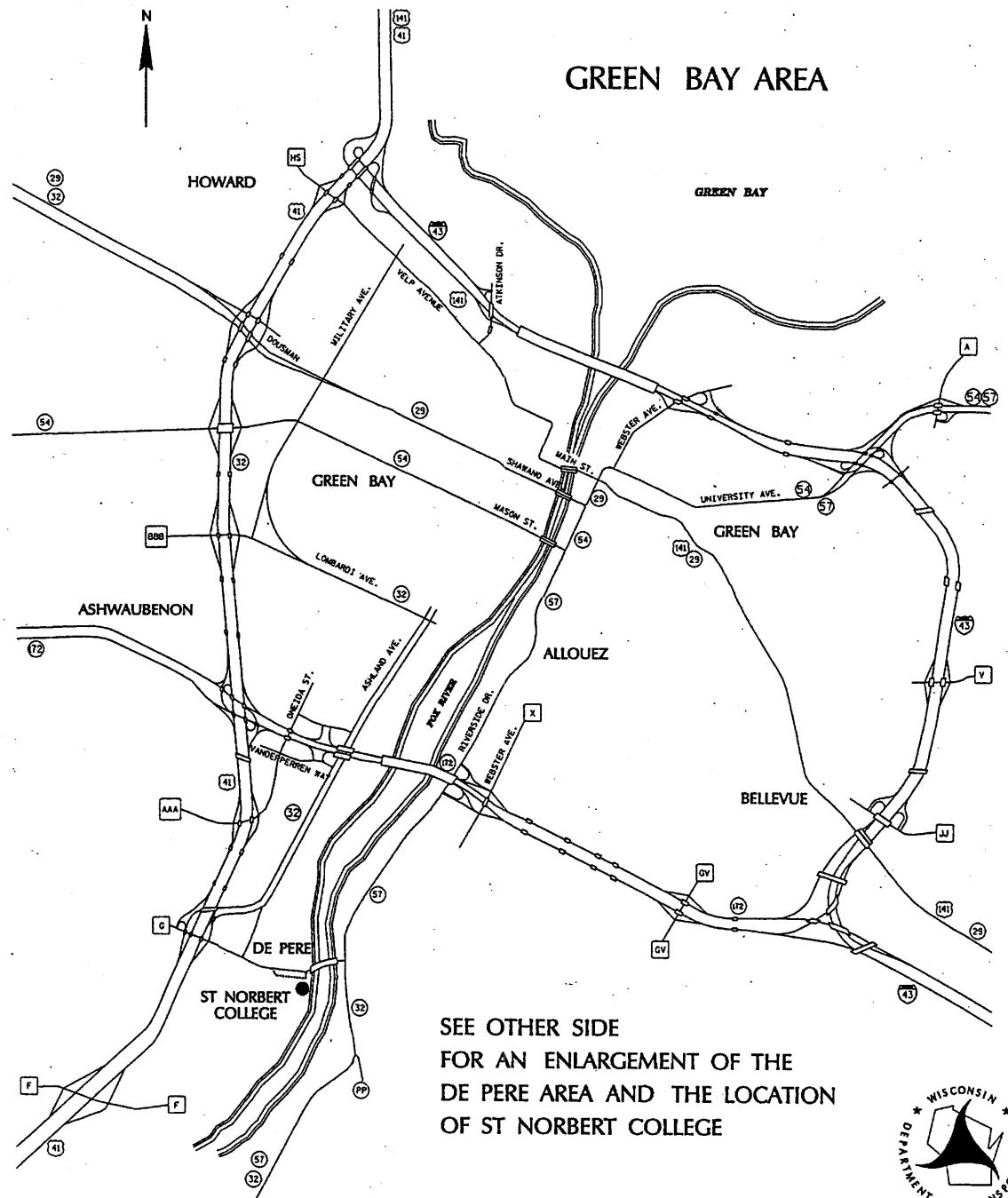
***SCHEDULE***

Tuesday, July 30, 1996

10:00	<b>STH 57</b>	<b>Dyckesville - STH 42</b> Kewaunee & Door Counties
11:30	Lunch	
12:30	<b>USH 53</b>	<b>La Crosse River Valley</b> La Crosse County
2:00	Break	
2:15	<b>USH 141</b>	<b>STH 22 - STH 64</b> Marinette & Oconto Counties
4:00	End	

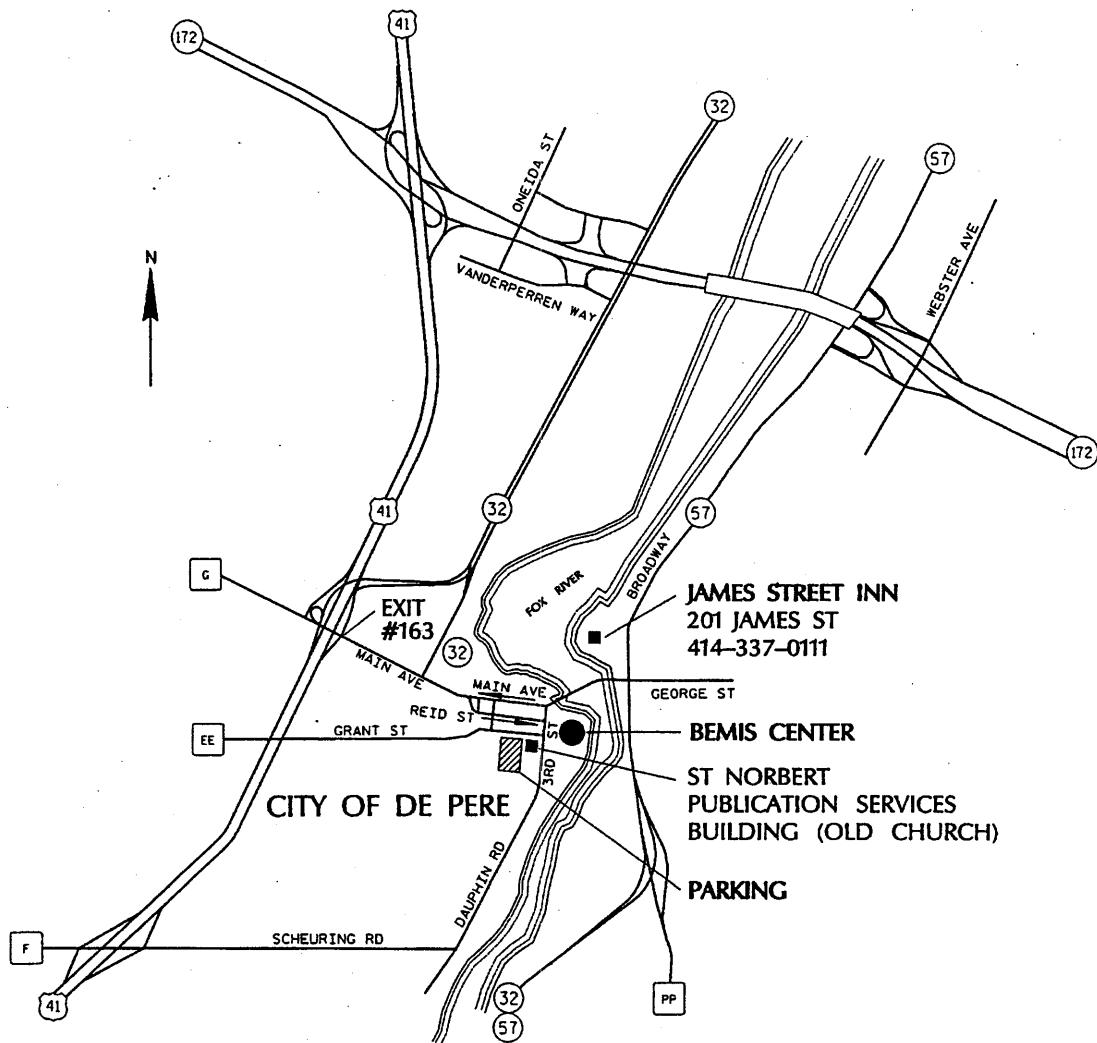
LOCATION MAP FOR  
TRANSPORTATION PROJECTS COMMITTEE  
PUBLIC HEARING

JULY 30, 1996



LOCATION MAP FOR  
TRANSPORTATION PROJECTS COMMITTEE  
PUBLIC HEARING

JULY 30, 1996



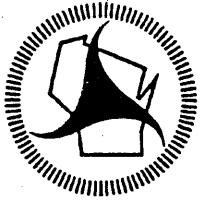
● BEMIS INTERNATIONAL CENTER  
ST NORBERT COLLEGE

CORNER OF REID AND 3RD STREETS  
(ENTER LOWER LEVEL)

PARKING

ST NORBERT CONTACT  
HARRY MAIER  
414-337-3024





## Wisconsin Department of Transportation

Tommy G. Thompson  
Governor

Charles H. Thompson  
Secretary

OFFICE OF THE SECRETARY  
P. O. Box 7910  
Madison, WI 53707-7910

July 1996

To Interested Parties:

### Transportation Projects Commission Public Hearings

To assist you in planning for your testimony before the Transportation Projects Commission, below is listed the audio-visual equipment that will be available for your use at the hearings.

#### Equipment

Display Easels (2)  
35 mm Carousel Slide Projector with Remote Control  
Overhead Projector  
Screen  
Video Projector (VHS Format)

If you have questions, please contact Barb Jurewicz (608-266-5408) or Janie Pflaum (608-266-1368) of the Department of Transportation.

Sincerely,

Charles H. Thompson  
Secretary

CHT:brj

(TPC37)



## **INFORMATION PAPER NUMBER 2**

# **MAJOR HIGHWAY PROJECTS**

## **EVALUATION PROCESS**

**Bureau of State Highway Programs**

**June 1996**

# **MAJOR HIGHWAY PROJECTS EVALUATION PROCESS**

## **INTRODUCTION**

This Information Paper describes the process that will be used to evaluate Candidates for Enumeration that have been included in the initial "working list" of projects, submitted to the Transportation Projects Commission in the Spring of 1996. Since the Department is not statutorily required to present its major project recommendations to the Commission until September 15, 1996, the purpose of these "working lists" is to assist the Department and Commission members in their review and evaluation of two lists of projects in the interim, particularly during public hearings this summer.

### **Definitions**

Candidates for Enumeration - potential major projects that have a demonstrated highway need and have sufficient engineering, environmental and cost analysis completed for accurate evaluation and ranking.

### **The Evaluation and Ranking Process - Candidates for Enumeration Projects**

The Department has assembled a task force of staff experts, from the Departments of Transportation, Natural Resources, and Development. It includes specialists in highway design, construction, planning, economics, environmental analysis, and economic development to develop and guide the actual evaluation process for major projects.

The evaluation process is illustrated in Table 1. It is organized according to an overall hierarchy of goals, objectives, and measures. Each goal has one or more objectives, and each objective has a group of measures. Some of the goals and objectives are direct goals, in the sense that their impact falls directly on highway users, and some are indirect goals, in that their impacts are at least as important to non-users of the highway as to users.

Measures for most direct goals are objective and quantifiable in nature, derived after engineering and economic analysis. Measures for the indirect goals are more subjective and are difficult to quantify with precision.

The five goal areas are:

1. **Enhance Wisconsin's Economy (40%).** The transportation infrastructure is vital to a strong economy. Major highway projects improve and strengthen the transportation infrastructure, reducing the cost of travel, while enhancing Wisconsin's ability to maintain and compete for jobs.

The objectives of this goal are "Increase Competitiveness of Existing Business," "Increase Attractiveness to New Business," and "Complete the Corridors 2020 Network."

- a. Increase Competitiveness of Existing Business. Lower travel costs serve to increase the competitiveness of existing businesses by allowing the business to reduce price within existing markets, expand market area, and/or create capital (saved travel cost) that can be reinvested. The reduction of travel costs is measured by quantifying the long-term reduction in travel time, vehicle operating costs, and accidents that will result from each project. These benefits are then compared to the cost of constructing and maintaining the project. The potential of each project to increase competitiveness of existing businesses is measured by the degree to which benefits exceed the project's construction and maintenance costs. The Department will also explore and evaluate the unique circumstances of each project, including its impact on the actual local and regional economy. The public hearing process and other kinds of local input will be used to identify how a project will help businesses using the highway improve their competitiveness.
- b. Increase Attractiveness for New Business. The transportation infrastructure is only one of many factors which influence business location decisions. The evaluation process recognizes this fact by calling on business experts from the Department of Development to evaluate each candidate project's potential for job development in terms of these other business location factors. The factors include the presence of developable lands and needed utilities in areas affected by the project, the strength and past performance of local economic development programs, workforce availability, educational system, and the overall quality of life in the area.

The Department will evaluate how each project can make the communities it serves more likely to achieve their economic potential. Again, public input will be used to identify specific opportunities each project can enhance.

- c. Complete the Corridors 2020 Network. The Department has identified a network of quality highways, which are critical to Wisconsin's economy. This Network will consist of two elements: 1) a statewide backbone (primary) system of multi-lane divided highways connecting all regions and major economic centers in the state to the national transportation network; 2) a system of high-quality routes connecting other significant economic and tourism centers to the multi-lane divided backbone network.

In terms of the process, assuming all other measures being equal, a candidate project on the "Corridors 2020 Network" would be ranked higher than one that was not on the Corridors 2020 Network.

2. **Improve Highway Service (20%).** The objective of this goal is improved traffic flow, or highway system efficiency. The qualitative measure of traffic flow is "level of service." The latest version of the Highway Capacity Manual recommends the measure "Level of

To determine the level of service the existing highway is providing, traffic analyses quantify such factors as traffic density, traffic delay, average speed, type of terrain, and percent of no passing zones.

Six levels of service are defined in the Highway Capacity Manual, with Level of Service A representing the best operating conditions and Level of Service F the worst. The Department considers Level of Service C to be the minimum acceptable tolerable condition for a rural highway and Level of Service D for an urban arterial.

To determine the level of service the present highway is providing, department engineers will follow the procedures and nationally accepted methodology outlined in the Highway Capacity Manual by the Transportation Research Board.

3. **Improve Highway Safety (20%).** The measures used for highway safety are the crash rate, the severity index, and the total crashes per mile. The crash rate measures the number of crashes per traffic volume and will be compared to the average crash rates on highways of similar type.

A severity index, based on the National Safety Council's injury types, will measure the proportion of severe injuries to total injuries. The total number of crashes per mile will weigh the magnitude of the crash problem.

4. **Minimize Undesirable Impacts (10%).** The Department's evaluation process recognizes that highway projects could have environmental or social impacts on the regions they serve. It is the goal of the Department to eliminate or minimize the negative effects of these impacts.

The measures related to this goal are less precise and quantifiable than the engineering and economic measures. The Department will call on experts in the various fields to conduct the evaluation of these measures.

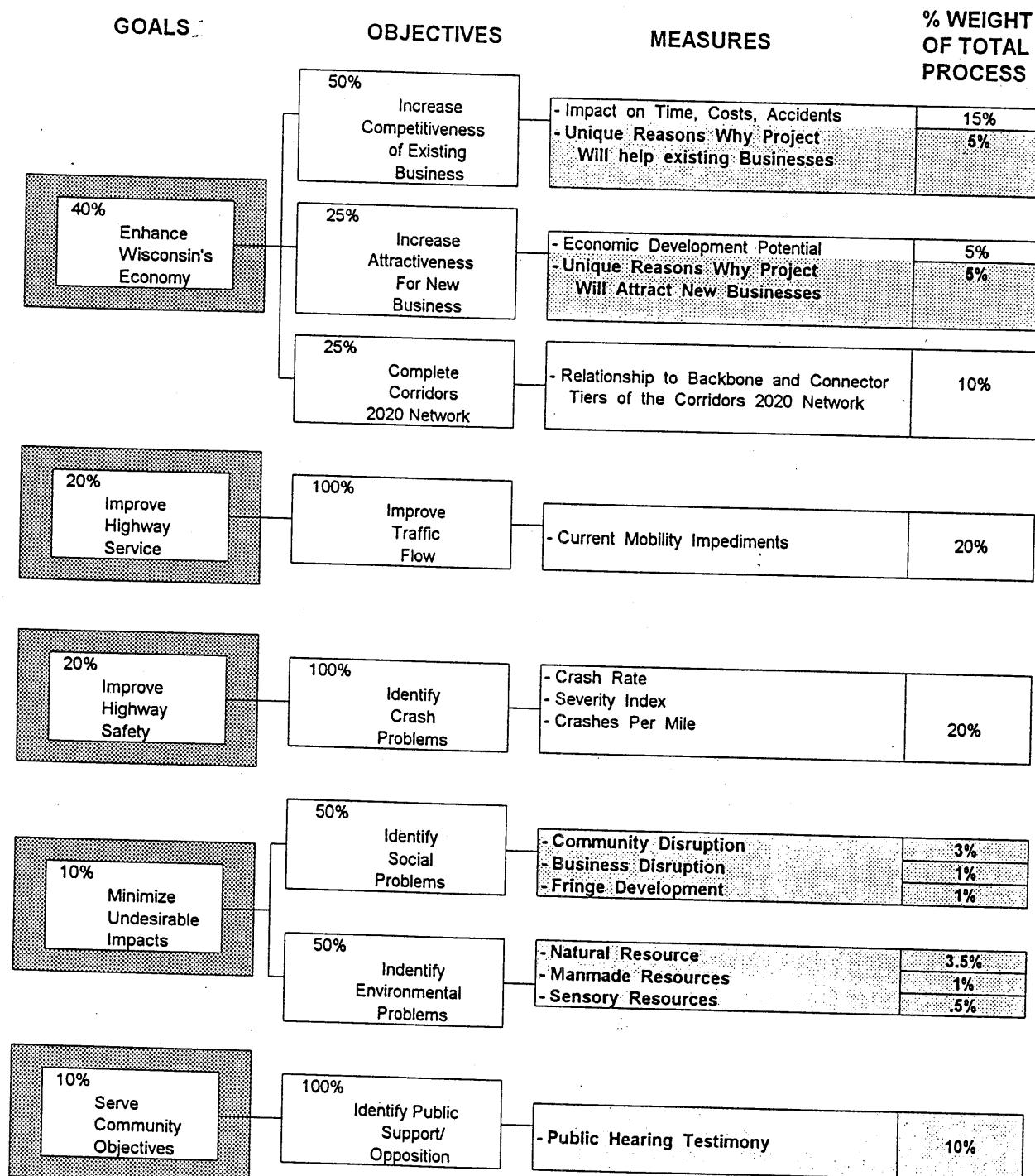
5. **Serve Community Objectives (10%).** The Department will use a structured approach in its evaluation of public testimony on these projects, in an effort to quantify the public's judgements. Categorical counts of local officials, local groups/associations, and local residents/merchants will be evidence of whether the project will serve broad community objectives.

Attachment

June 1996

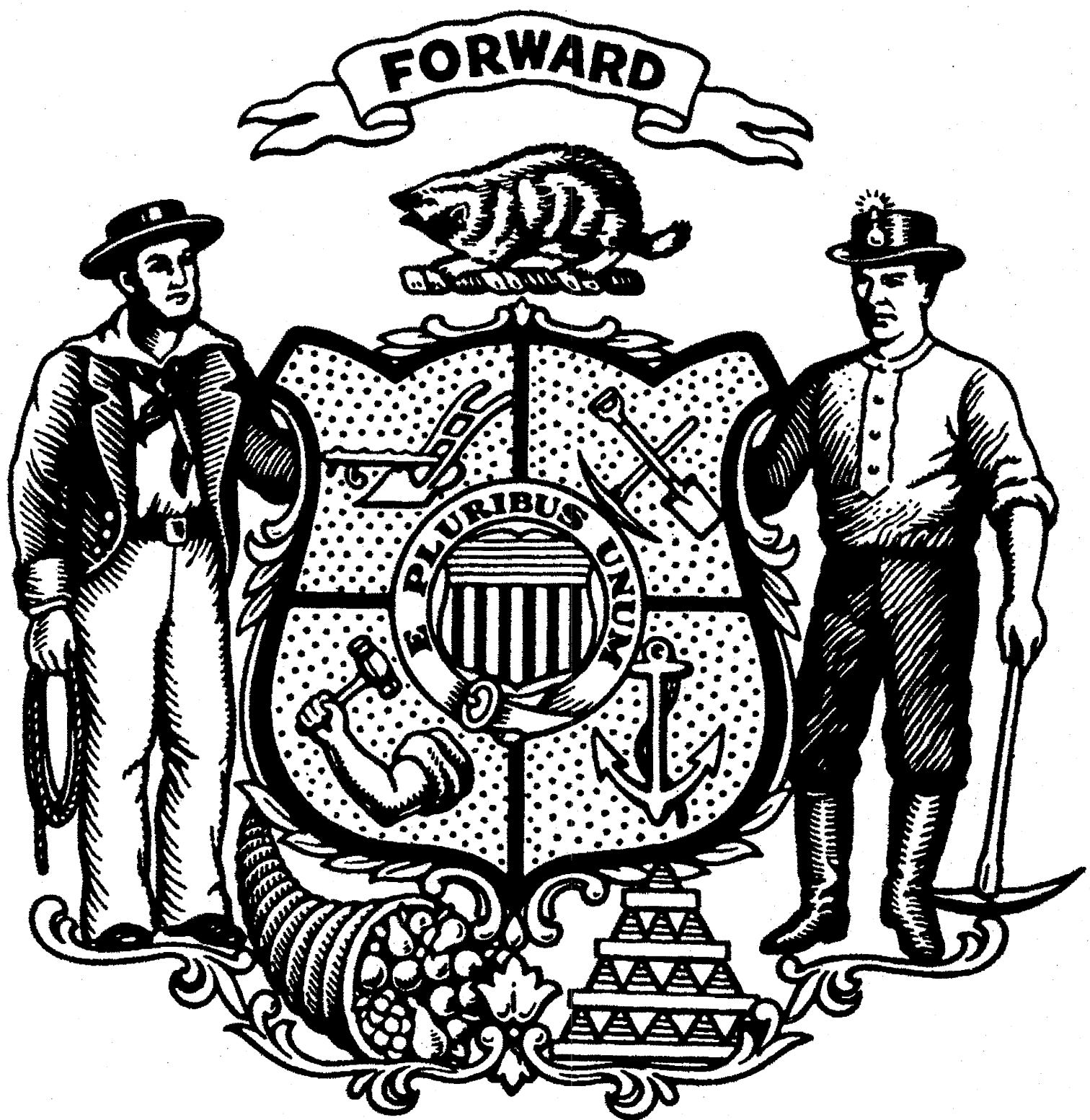
(TPC15)

# 1996 PROCESS USED TO DETERMINE THE RELATIVE MERIT OF CANDIDATES FOR ENUMERATION

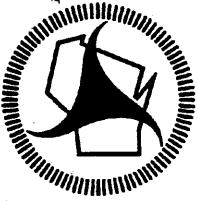


Shaded areas will be scored by Evaluation Team

*END*



*END*



## Wisconsin Department of Transportation

August 9, 1996

HIGHWAY DISTRICT 5  
3550 Mormon Coulee Road  
La Crosse WI 54601-6767

Telephone (608) 785-9022  
FAX (608) 785-9969

Representative David Brandemuehl  
Room 317 North, State Capitol  
Madison, WI 53702

Aug 14 1996

TPC  
file

Subject: Enumeration Candidate - USH 53 La Crosse River Valley  
Crossing Meadows Retail Center Interchange Evaluation

Dear Representative Brandemuehl:

At your July 30 TPC Hearing in De Pere, several business owners from Crossing Meadows retail center testified against the proposed "diamond interchange" alternative. They stated that the diamond interchange would not provide direct access to their businesses, causing customers to shop elsewhere. The purpose of my letter is to provide you with some facts on this issue and to assure you that WisDOT is working towards consensus on this project detail.

### Background:

After eight years of development, the La Crosse River Valley Study Land Use Plan was formally approved by the City of La Crosse, La Crosse County, the WisDNR and WisDOT. This plan included the extension of USH 53 to Gillette Street with access to the retail areas on CTH SS and the 80 acres of developable industrial land created by the roadway dike. A consensus on the specific design of access was not reached in the Land Use Plan. This was to be determined through further engineering and environmental analysis.

### Team Work:

In order to resolve the access question, workshops have been held with representatives from the City of La Crosse, City of Onalaska, Crossing Meadows and their consultant Edwards and Kelcey, and WisDOT and their consultant HNTB. Performance and acceptability criteria were established, including WisDOT's proposal to upgrade the I-90/USH 53 interchange to a free flow facility, and Crossing Meadow's desire for "direct" access to CTH SS. Twelve interchange concepts were brainstormed at the workshops and then ranked based on the criteria. Three were carried into more detailed analysis.

### Engineering Analysis:

The following three concepts were analyzed in detail:

- Hook Ramp Interchange (see Figure 1)
- Diamond Interchange at 12th Ave. Extension (see Figure 2)
- Forked-Loop Interchange at CTH SS (see Figure 3)

The Forked-Loop interchange concept was developed by the Crossing Meadows consultant Edwards and Kelcey. The Diamond interchange and Hook Ramp interchange were developed by WisDOT and HNTB. After thorough traffic modeling, the Forked-Loop fails to provide a safe traffic weaving area due to its proximity to I-90. This "fatal flaw" is based on the assumption that the I-90/USH 53 interchange is ultimately improved to a free-flow, system interchange. WisDOT feels strongly that this assumption is sound long-range planning.

Removing the Forked-Loop interchange from further consideration was acceptable to some of the Crossing Meadows businesses since the compromise alternative, the Hook Ramp interchange, is still under consideration. The Hook Ramp interchange provides the same free-flow direct access to CTH SS as the Forked-Loop, albeit somewhat longer (750 feet or 17 seconds averaging 30 mph). However, some Crossing Meadows stakeholders are concerned that the Hook Ramps provide superior access to the developable land in the City of La Crosse, thereby providing Crossing Meadows a competitive disadvantage. Once again, WisDOT feels that providing good access to developable land is sound long-range planning.

The Diamond interchange provides the highest level of safety and operating service. At the TPC Hearing, you heard testimony about the disadvantages of the Diamond interchange. However, the primary advantage of the Diamond interchange is that it is the safest configuration for the following reasons:

- yields the longest weave distance from I-90
- all entrance and exit ramps are relatively straight
- the interchange configuration is well understood by all drivers

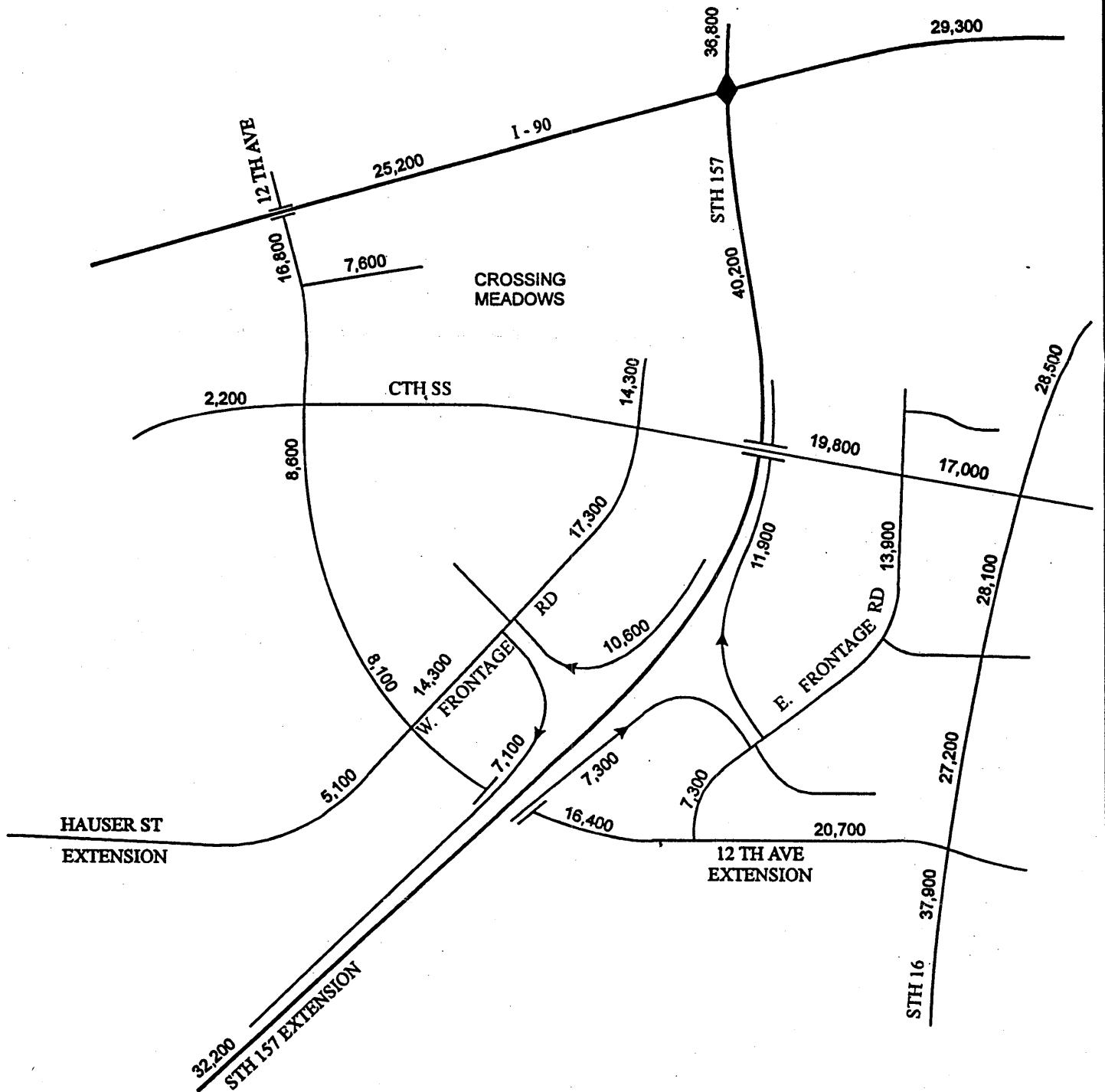
With the exception of the ramps, the roadway features for the Hook Ramp and Diamond interchanges are nearly identical. Consequently, the cost estimates for the Hook Ramp and Diamond interchanges are nearly equal.

In summary, the Hook Ramp and Diamond interchanges are both being fully evaluated in the Draft EIS, scheduled for public release in early September. WisDOT intends to reach consensus on one of these interchanges prior to publishing the Final EIS in 1997. This design detail should not interfere or have a bearing on the enumeration decision for the entire corridor. Even the Crossing Meadows stakeholders testified to the importance of the North-South Corridor to the economic vitality of the La Crosse region. If you have any questions, or would like to discuss this in greater detail please feel free to contact me, at 608-785-9026 .

Sincerely,

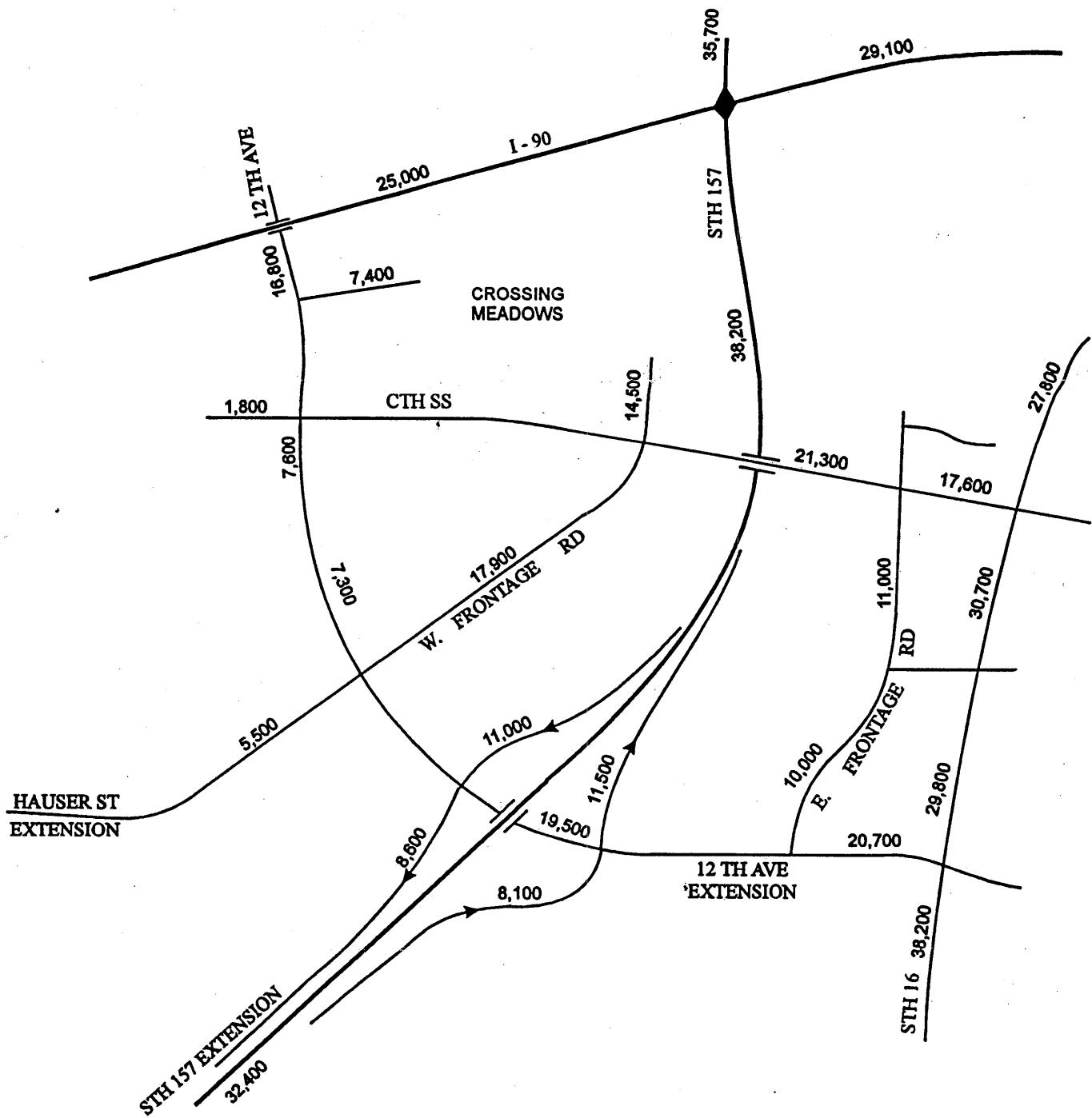
*Alan L. Lorenz*  
Alan L. Lorenz, P.E.  
District 5 Director

ALL:lmw



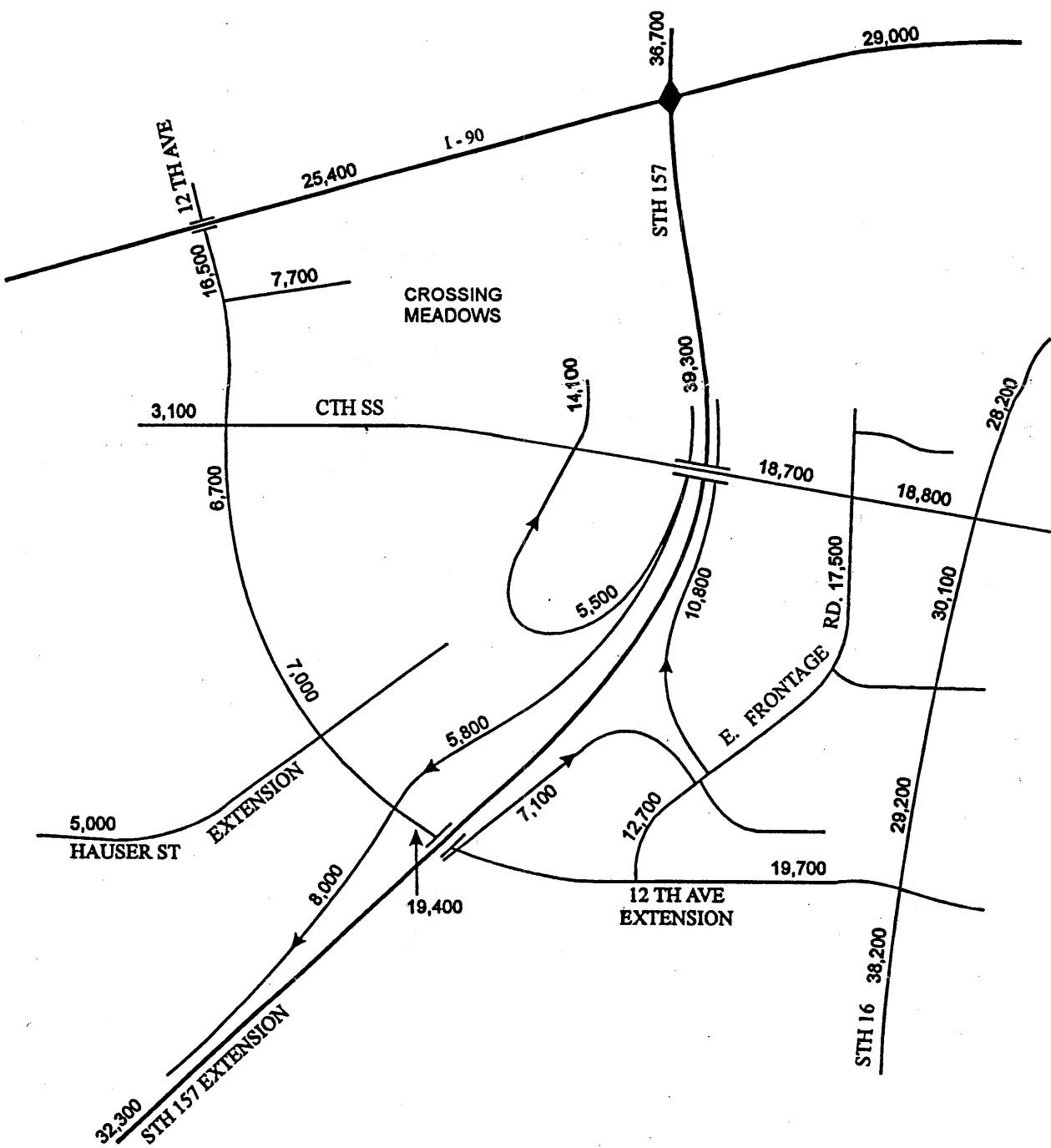
LEGEND:  
xxx 2020 AVERAGE DAILY  
TRAFFIC VOLUMES

STH 157 INTERCHANGE  
ALTERNATE 2A:  
"HOOKS"



LEGEND:  
 xxx 2020 AVERAGE DAILY  
 TRAFFIC VOLUMES

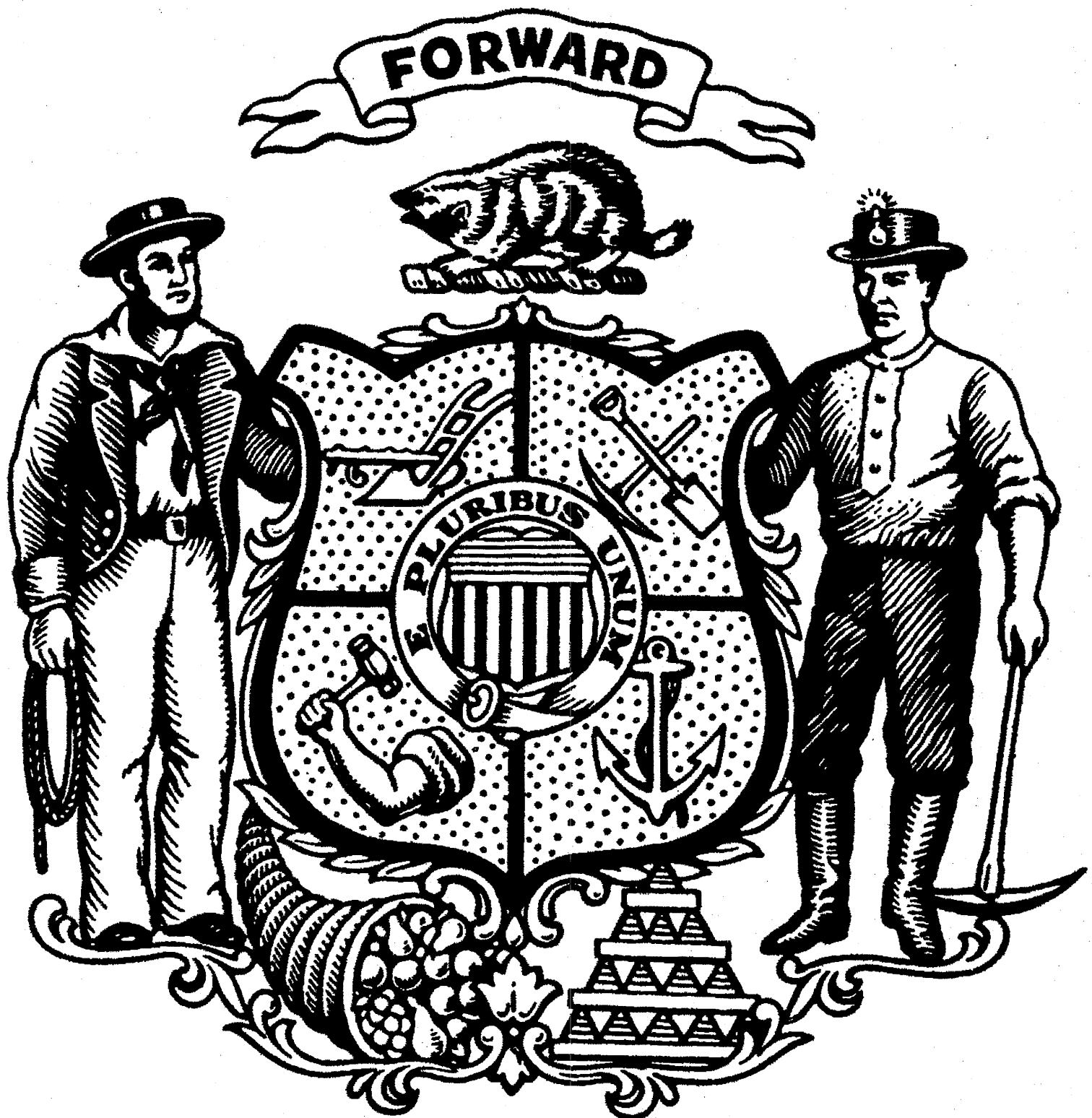
STH 157 INTERCHANGE  
 ALTERNATE 4A:  
 "DIAMOND"



LEGEND:  
 xxx 2020 AVERAGE DAILY  
 TRAFFIC VOLUMES

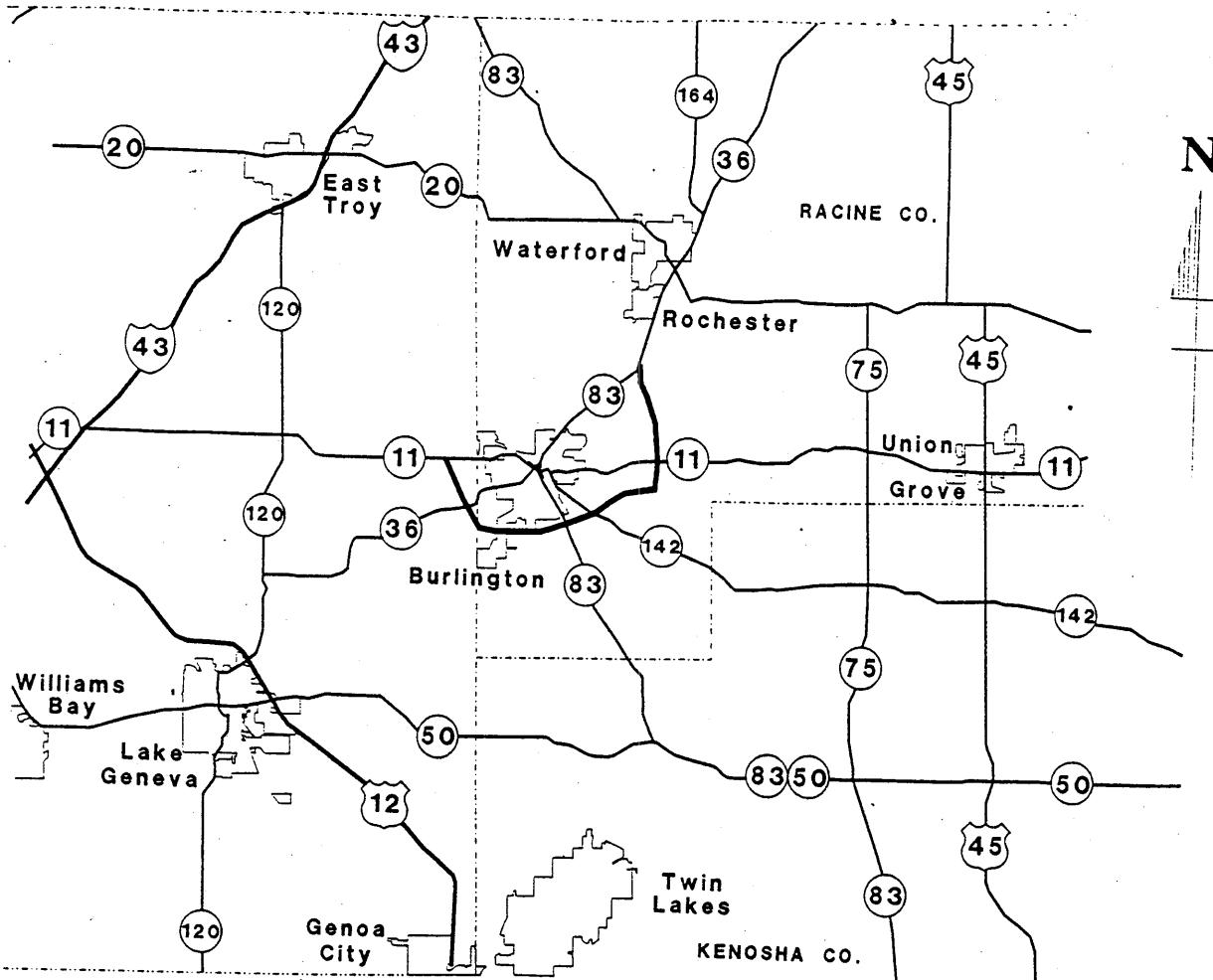
STH 157 INTERCHANGE  
 ALTERNATE 7E:  
 "FORKED LOOP"

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# STH 11/36 Burlington Bypass Racine and Walworth Counties



**Average Daily Traffic (ADT):** 8,400 - 10,100

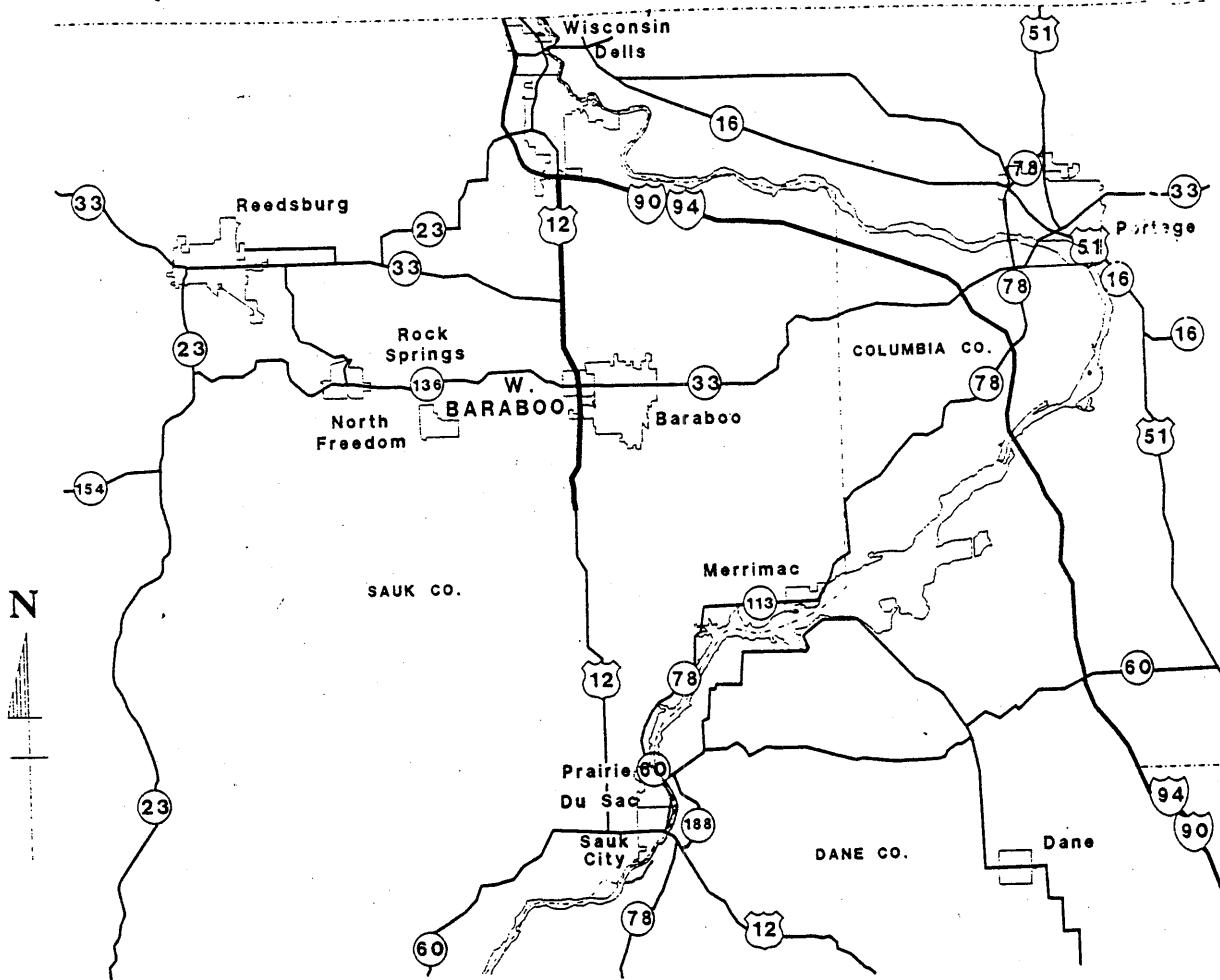
**Estimated Cost:** Inner Bypass: \$61.9 Million (includes 15% E & C)  
Outer Bypass: \$59.7 Million (includes 15% E & C)

**Project Limits:** STH 36, northeast of Burlington STH 11 west of Burlington, a distance of 7.6 miles (inner); 10.9 miles (outer)

**Need:** This project would address the safety, congestion and delay problems in downtown Burlington caused by the convergence of four STH's, numerous at-grade railroad crossings and the Fox River. At present the highway system forces trucks serving the industrial areas to the south to go through the downtown area.

**Concept:** A bypass on relocation part 4 lane and part 2 lane with access control. An important feature would be a grade separation with the railroad.

# USH 12 Ski Hi Road - IH 90/94 Sauk County



**Average Daily Traffic (ADT):** 15,000 to 9,300 Rural - 20,000  $\pm$  in West Baraboo

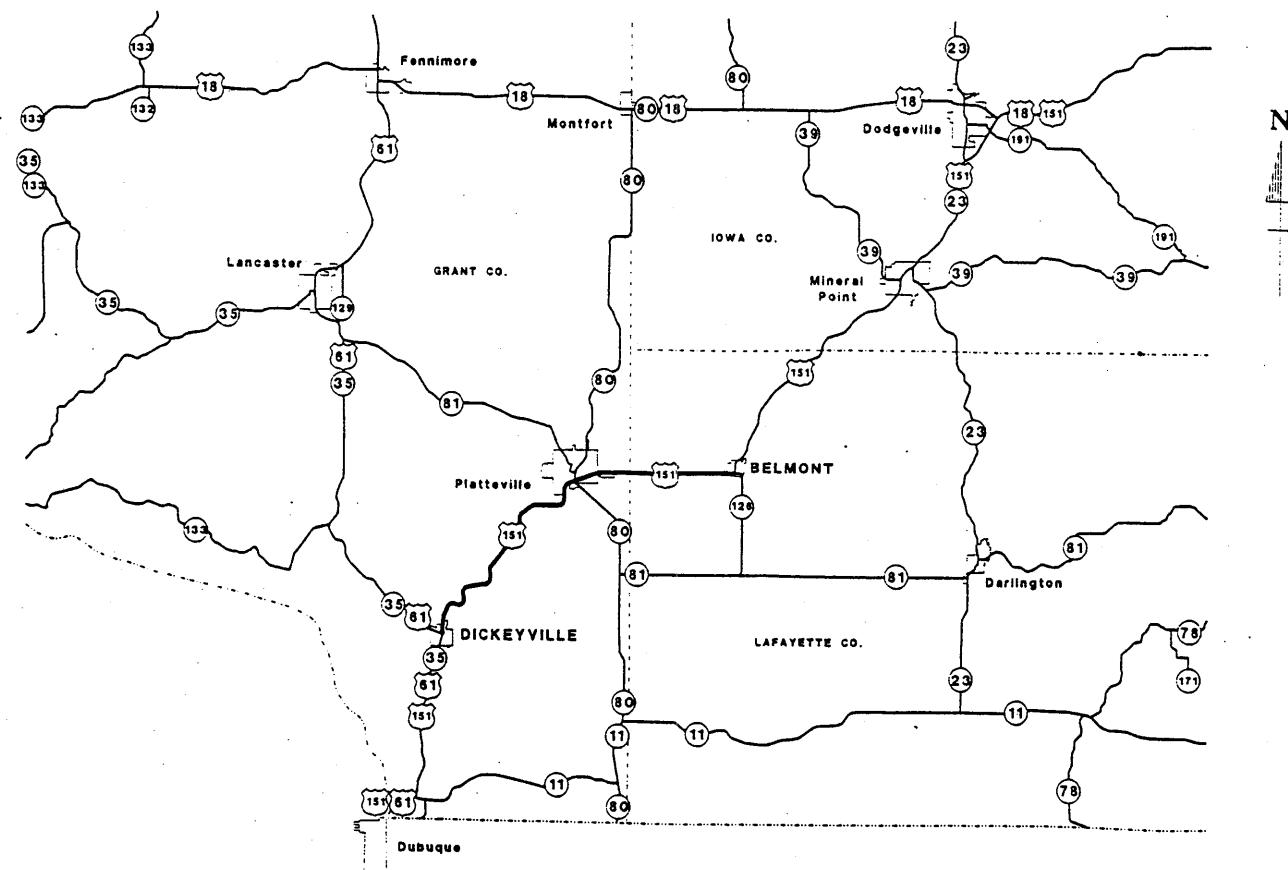
**Estimated Cost:** \$50.0 Million

**Project Limits:** From IH 90/94 interchange to the existing 4-lane section .9 km (0.75 miles) south of Ski Hi Road. A distance of 18.6 km (11.6 miles).

**Need:** To improve the route capacity and safety, provide for future mobility, maintain route continuity, enhance regional economic development and continue development of the Connector System of C2020.

**Concept:** Expand the existing 2-lane roadway to a 4-lane divided expressway with managed access that will allow for uninterrupted travel with a 55 mph speed limit. With the exception of a bypass at West Baraboo (if selected), the project will utilize the existing right-of-way corridor to the fullest extent feasible.

# USH 151 Dickeyville - Belmont Grant and Lafayette Counties



**Average Daily Traffic (ADT):** 10,500 South of Dickeyville to 7,000 East of Platteville

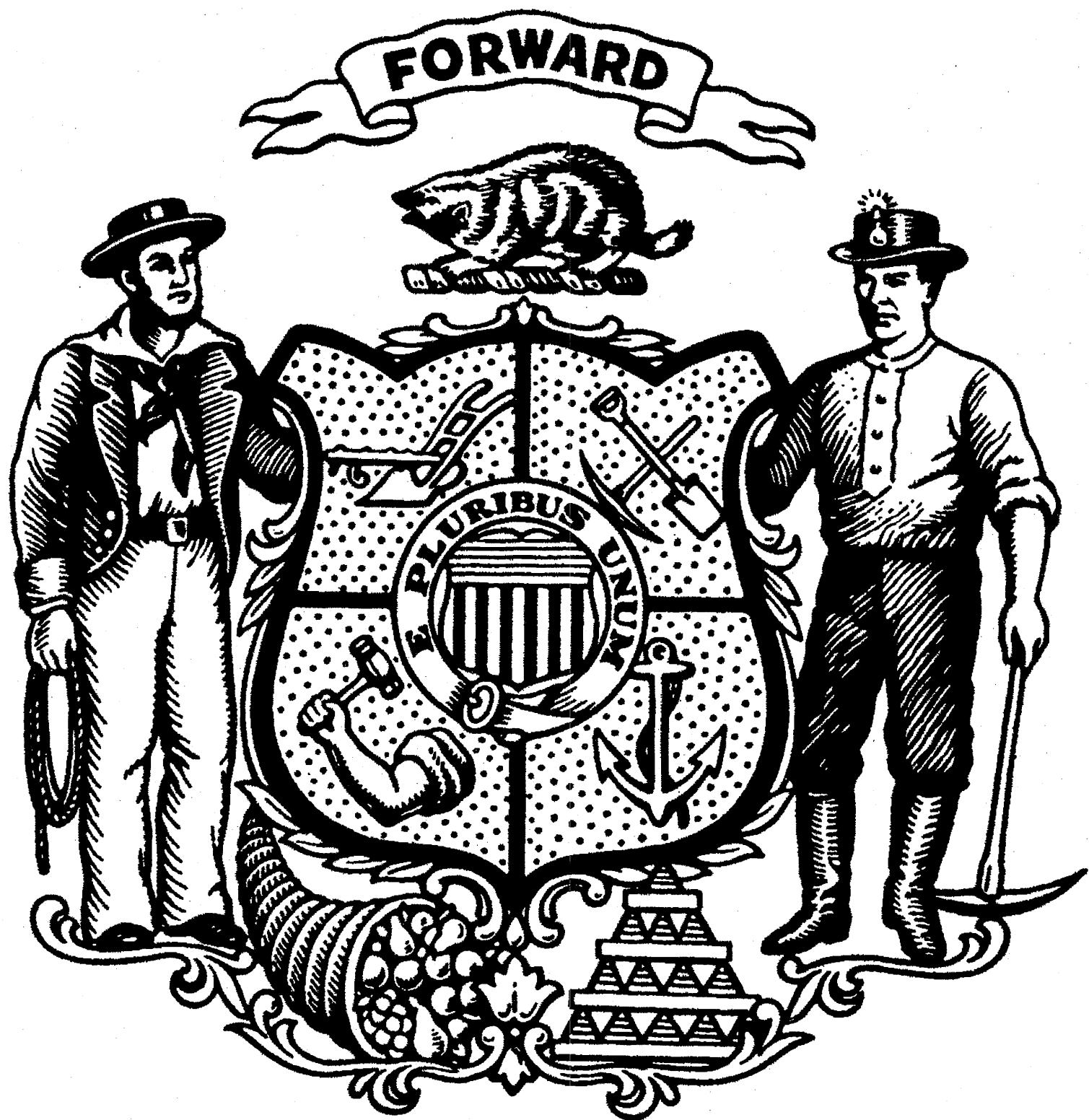
**Estimated Cost:** \$65.0 Million

**Project Limits:** From 1.6 km (1.0 miles) south of the Village of Dickeyville to 0.6 km (0.4 mile) west of Belmont, connecting to the Belmont bypass currently under study. A distance of 28 km (18 miles).

**Need:** To improve the route safety, provide for future mobility, maintain route continuity, enhance regional economic development and continue development of the Backbone System of C2020.

**Concept:** Expand the existing 2-lane roadway to a 4-lane divided expressway with managed access that will allow for uninterrupted travel with a 55/65 mph speed limit. With the exception of bypasses at Dickeyville and Platteville, the project will utilize the existing right-of-way corridor to the fullest extent feasible.

*END*



*END*

(No)

U.S.H & S3 Lacrosse

tracks

more going out than  
coming in?

EIS not complete

Important for access from North  
& South -

1200 signatures <sup>on petition</sup> opposed

Business doesn't like preferred route.

Intersection at north end a problem.

Interchange being designed to accommodate or new interchange on I-80

STH 57

There is some opposition  
underest.  
Second round uphill state ETS.  
Environmentalist opposed.—

6' + 8'  
6' off road

Corridor in the Keweenaw & Door areas

Gov. Proposed Budget  
1996 Dollars  
1994 – 2005  
Major Projects Timetable

1996  
17.

Hwy	Description	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
18/151	Verona Bypass		Backbone										30,209,000
26	Fort Atkinson Bypass		Connector										17,845,000
61	Sandy Hook – Dickeyville		Backbn										5,174,000
151	Beaver Dam – Waupun		Backbone										40,511,000
11	Janesville & Beloit Bypass					Connector							14,160,000
12	Sauk City – Middleton						Connector						56,991,000
12	Whitewater Bypass					Connector							9,814,000
31	STH 142 – STH 11												22,305,000
36	Burlington – STH 100		Connector										19,753,000
50	Lake Geneva – Slades Corners			Connector									30,670,000
151	Waupun – Fond du Lac					Backbone							54,849,000
794	Lake Arterial												82,446,000
151	Fond du Lac Bypass						Connector						44,346,000
57	Random Lake – IH 43												13,383,000
45	New London Bypass	Connct											6,050,000
57	STH 54 – Dyckesville					Connector							25,096,000
76	Appleton – Greenville												12,724,000
110	USH 41 – STH 116					Connector							17,844,000
141	Abrams – STH 22						Backbone						22,436,000
54	Wisconsin Rapids – Plover		Connector										41,720,000
13	Marshfield Mobility Study					Connector							31,006,000
35	River Falls – IH 94			Connector									13,770,000
64	Houlton – New Richmond						Connector						69,198,000
51	Merrill – CTH S		Backbone										22,530,000
51	Tomahawk Bypass (add lanes)					Backbone							12,268,000
53	Trego – Hawthorne			Backbone									53,571,000
29	Chippewa Falls Bypass					Backbone							In 29
10	Highway 10 Corridor						Backbone						188,999,000
29	Highway 29 Corridor						Backbone						364,794,000
41	Freeway Conversion Corridor						Backbone						136,511,000

 = Corridors 2020

 = Non-Corridors 2020

1996-2001 Six Year Program  
SFYs 1996 & 1997

PM as of: 18-May-95

Year	Dist	Pg	PMS#	County	Hwy	Description	Miles	Total Cost Mil.
<b>DISTRICT ONE</b>								
Existing Highways (3R)								
1996 1 020 270	DODGE					109 STH 16 - HUSTISFORD	13.24	6,709
1997 1 020 441	GRANT					133 POTOSI - CTH N	7.32	3,719
1997 1 020 442	GRANT					133 EAST ST & MAIN ST, VIL OF POTOSI	2.28	1,176
1996 1 020 455	DANE					51 E.MADISON BELTLINE(USH 12 - MILW ST	3.00	2,113
1996 1 020 500	JEFFERSON					26 JEFFERSON - IH 94	6.13	3,590
1996 1 020 501	JEFFERSON					26 IH 94 - WATERTOWN	6.84	2,858
1997 1 020 503	COLUMBIA					22 STH 33 - N. COUNTY LINE	5.15	1,019
1997 1 020 515	JEFFERSON					89 N. MAIN ST, CITY OF LAKE MILLS	0.61	1,419
1997 1 020 523	GRANT					80 ILL. STATE LINE - HAZEL GREEN	2.57	555
1997 1 020 527	GRANT					11 STH 35 - HAZEL GREEN	9.18	4,241
1996 1 020 535	DANE					51 E.MADISON BELTLINE,(STH 30 INTCH)	0.39	9,151
1997 1 020 547	DODGE					109 HUSTISFORD - STH 67	3.90	1,854
1997 1 020 548	DODGE					109 LAKE & TWEEDY STS VIL OF HUSTISFORD	0.59	868
1997 1 020 562	JEFFERSON					89 NORTH MAIN ST. C. OF FORT ATKINSON	0.85	1,118
1997 1 020 569	SAUK					33 LA VALLE - REEDSBURG	6.45	2,604
1997 1 020 570	GREEN					11 WEST CO. LINE - MONROE	4.44	2,811
1996 1 020 573	DANE					151 JOHN NOLEN DR,MADISON(BLDG.TUNNEL)	0.00	2,008
1997 1 020 576	DODGE					33 HORICON - CTH P RD.	9.11	5,912
1997 1 020 605	GRANT					80 WISCONSIN STREET, V. OF MUSCODA	1.00	888
1997 1 020 618	SAUK					33 MAIN STREET, V. OF LAVALLE	0.30	339
1997 1 020 619	DODGE					33 CTH P - EAST COUNTY LINE	2.53	1,114
1997 1 020 622	ROCK					51 (ILL ST. LINE-EMERSON ST) C. BELOIT	1.24	2,166
1997 1 020 623	DODGE					33 (WIS RR.-UNIVERSITY AVE, BEAVER DAM	0.36	683
1997 1 020 624	DODGE					49 YOUNG ST.-WATERTOWN ST, WAUPUN	0.33	592
1996 1 020 640	DANE					19 WINDSOR & MAIN STS,C OF SUN PRAIRIE	1.00	459
1997 1 020 654	DANE					69 PAOLI & MAIN STS, CITY OF VERONA	0.73	375
1997 1 020 656						XSTH DIST 1, RDMTN LEVEL OF EFFORT 96-97	34.38	4,231
1996 1 020 656	GRANT					XSTH DIST 1, RDMTN LEVEL OF EFFORT 96-97	33.11	4,074
1996 1 020 685	ROCK					133 BLUE RIVER - BLUE RIVER BRIDGE	0.50	772
1996 1 020 696	DANE					81 PORTLAND AVE BRIDGE APPS, BELOIT	0.25	256
1996 1 020 697	DODGE					51 E.MADISON BELTLINE(MILW ST INTCH)	0.43	9,290
1997 1 020 700	DODGE					33 BEAVER DAM - HORICON (151 INTERCHG)	0.43	905
1997 1 020 733	IOWA					80 HIGHLAND - STH 133 ROAD	0.50	300
1996 1 020 734	DANE					18 VERONA BYPASS (NINE MOUND - CTH PB)	3.36	1,500
1996 1 020 736	DODGE					151 BEAVER DAM-WAUPUN(CTH D-STH 33) SBL	3.37	1,077
1997 1 020 752	JEFFERSON					16 WATERTOWN BYPASS(CTH CW SEPERATIO	0.50	2,245
1997 1 020 754	DODGE					175 EAST COUNTY LINE - THERESA ROAD	1.05	483
1997 1 020 935	DODGE					28 CLASON STREET, CITY OF HORICON	0.15	226
1997 1 020 936	GRANT					11 HAZEL GREEN - STH 80	2.06	473
Low-Cost Bridges								

**1996-2001 Six Year Program  
SFY's 1996 & 1997**

PM as of: 18-May-95

Year	Dist Pg	PMS#	County	Hwy	Description	Miles	Total
1997	1	030 411	JEFFERSON	12	MAIN ST. BRIDGE, FT ATKINSON(B-54)	0.00	2,125
1996	1	030 418	GRANT	133	BLUE RIVER - MUSCODA (B-22-842)	0.10	598
1997	1	030 505	GRANT	133	POTOSI - CTH N (B-838,839 & 841)	0.30	644
1997	1	030 517	DODGE	109	WILDCAT RIVER BRIDGE (B-14-926)	0.00	103
1996	1	030 526		XSTH BRIDGE DECK REPLACEMENTS & OVERLAY	0.00	2,535	
1997	1	030 526		XSTH BRIDGE DECK REPLACEMENTS & OVERLAY	0.00	1,362	
1997	1	030 602	SAUK	33	LAVALLE - REEDSBURG (B-945,947,948)	0.00	533
1997	1	030 605	ROCK	51	TURTLE CREEK BRIDGE,BELOIT (B-798)	0.00	993
1997	1	030 618	GRANT	11	STH 35 - HAZEL GREEN B-22-614	0.10	463
1996	1	030 709	DANE	106	SAUNDERS CREEK BRIDGE (B-941)	0.00	128
1997	1	030 724	DANE	151	YAHARA RIVER BR. CITY OF MADISON	0.00	683

PM as of: 18-May-95

1996-2001 Six Year Program  
SFYs 1996 & 1997

Year Dist Pg	PMS#	County	Hwy	Description	Miles	Total
<b>DISTRICT TWO</b>						
	Existing Highways (3R)					
1997 2	020 013	MILWAUKEE	41	METRO CENTER (BRIDGE, INT., OTHER)	0.53	4,489
1996 2	020 104	WAUKESHA	59	WAUKESHA BYPASS (CTH X-SUNSET DR)	0.76	8,658
1997 2	020 104	WAUKESHA	59	WAUKESHA BYPASS (CTH X-SUNSET DR)	0.29	3,415
1996 2	020 109	WASHINGTON	60	USH 45 - GRAFTON	9.22	200
1997 2	020 191	WALWORTH	12	MAIN ST(INDIAN MOUND PKWY-FRANKLIN)	1.58	3,318
1996 2	020 217	RACINE	38	NORTHWESTERN AVE. (HIGH TO GOLF)	0.77	331
1997 2	020 233	WASHINGTON	60	SUMNER ST (STH 83 - SELL DR)	1.04	1,756
1996 2	020 252	WASHINGTON	167	CTH J TO WSR RR CROSSING	3.80	2,510
1997 2	020 402	WAUKESHA	18	WAUKESHA W.CO. LINE - CTH C (SOUTH)	0.61	244
1996 2	020 404	WALWORTH	12	WHITEWATER - ELKHORN	8.81	2,550
1996 2	020 411	WALWORTH	11	WALWORTH AVE. (CUMMINGS-BELOIT ST)	0.17	600
1996 2	020 412	WALWORTH	11	WALWORTH AVE. (WATERWORKS-MAIN ST)	0.15	700
1997 2	020 416	RACINE	20	STH 20 (CTH D - STH 45 SOUTH)	7.64	7,807
1997 2	020 417	RACINE	20	STH 20 (STH 36 - CTH D)	1.49	1,230
1997 2	020 420	RACINE	83	PINE ST. (S. SEW. LIN - S. CONST LM)	1.40	1,010
1996 2	020 423	MILWAUKEE	199	HOWARD AVE. (LK. DR. - LK. ARTERIAL)	1.22	2,800
1997 2	020 436	FOND DU LAC	26	STH 151 - SO VILLAGE ROSENDALE LIM.	9.96	3,849
1996 2	020 438	WASHINGTON	33	W WASHINGTON ST (18TH - 7TH AVE)	0.80	4,000
1997 2	020 451	WASHINGTON	144	STH 144 (STH 60 - USH 41) SLINGER	1.63	521
1997 2	020 456	WAUKESHA	99	STH 99 (STH 67 TO STH 83)	8.53	878
1996 2	020 457	MILWAUKEE	794	PENNSYLVANIA AVE. (COLLEGE - LAYTON)	2.00	2,400
1997 2	020 480	FOND DU LAC	23	ARCADE RD - UNION ST	0.27	948
1997 2	020 481	FOND DU LAC	23	W CITY LIMITS - ARCADE ROAD	0.88	1,421
1997 2	020 482	FOND DU LAC	26	NO.VILL.ROSENDALE LIM.- NO.CO.LINE	6.15	1,893
1996 2	020 489	RACINE	36	N PINE ST - WEGGE ROAD	0.71	346
1996 2	020 496	WAUKESHA	59	CALHOUN RD - MILW CO LINE	0.00	304
1997 2	020 505	MILWAUKEE	100	BR. DEER 91ST TO KILDEER	0.00	240
1997 2	020 509	WASHINGTON	167	LANNON RD - PILGRIM RD	1.80	2,927
1996 2	020 514	MILWAUKEE	190	CAPITOL DR. N. 2ND TO HUMBOLT	0.56	1,616
1996 2	020 528		VAR	MAINT RESURROTHER L.O.E. (NON-INT)	21.66	1,040
1996 2	020 531	FOND DU LAC	23	RIPON TO ROSENDALE	8.47	1,600
1996 2	020 535	WAUKESHA	164	STH 164, MORELAND - WAUKESHA NCL	0.33	1,319
1996 2	020 540	MILWAUKEE	57	GREEN BAY AVE. (W. LAWN TO N.CITY L)	1.20	384
1996 2	020 549	RACINE	20	I-94 TO OAKES ROAD	4.30	1,854
1997 2	020 564	FOND DU LAC	44	INTERSECTION OF DOUGLAS AND OLDEN	0.00	322
1997 2	020 579	WASHINGTON	33	WEST COUNTY LINE TO STH 175	2.00	580
1996 2	020 582	FOND DU LAC	149	USH 151-ECL 5 PYMTS/2 RECST PROJ/JT	0.52	420
1997 2	020 582	FOND DU LAC	149	USH 151-ECL 5 PYMTS/2 RECST PROJ/JT	0.50	403
1996 2	020 586	WASHINGTON	175	WASHINGTON ST.(STH 60 TO MAPLE AVE)	1.21	1,382
1997 2	020 598	WASHINGTON	41	RICHFIELD INT(STH 145) TO STH 28	10.15	3,904

**1996-2001 Six Year Program  
SFYs 1996 & 1997**

PM as of: 18-May-95

Year	Dist	Pg	PM#	County	Hwy	Description	Miles	Total
1997	2	020	610	WAUKESHA	94	E-W FREEWAY	0.00	487
<b>Low-Cost Bridges</b>								
1997	2	030	003	RACINE	20	WIND LAKE DRAINAGE BRIDGE	0.00	198
1997	2	030	037	MILWAUKEE	36	RAWSON AVENUE OVER LOOMIS ROAD	0.00	405
1996	2	030	042	WASHINGTON	41	CTH Q OVER USH 41	0.00	940
1997	2	030	045	FOND DU LAC	41	TN LN RD OVER 41 AND MINK RA OVER57	0.00	116
1997	2	030	114	WALWORTH	12	COMO/SPRINGFIELD/CTH B OVER USH 12	0.00	217
1996	2	030	119	RACINE	20	STH 20 OVER HONEY CREEK	0.00	276
1997	2	030	121	FOND DU LAC	26	STH 26 OVER W BR ROCK RIVER	0.00	268
1997	2	030	122	FOND DU LAC	26	STH 26 OVER ROCK RIVER	0.00	263
1996	2	030	124	OZAUKEE	33	STH 33 OVER MILW RIVER OVRFL	0.00	41
1997	2	030	154	WASHINGTON	145	STH 145 SB OVER USH 41	0.00	313
1996	2	030	163	VAR		Maintenance BR.REHAB/OTHER(L.O.EFF)	0.00	2,269
1997	2	030	164	MILWAUKEE	38	CHASE AVENUE BRIDGE OVER KK RIVER	0.00	1,244
1996	2	030	175	WAUKESHA	18	(WB) MORELAND BLVD OVER FOX RIVER	0.10	885
1997	2	030	178	WALWORTH	12	LK GENEVA-ELKHORN(USH12 OVER STH11)	0.00	780

PM as of: 18-May-95

1996-2001 Six Year Program  
SFYs 1996 & 1997

Year	Dist	Pg	PMS#	County	Hwy	Description	Miles	Total
<b>DISTRICT THREE</b>								
Existing Highways (3R)								
1996	3	020	011	BROWN	96	WRIGHTSTOWN - STH 57/GREENLEAF	0.47	60
1997	3	020	015	KEWAUNEE	54	WC1/STUMP; 85 M E STH 163/LUXEMBURG	4.15	533
1997	3	020	026	DOOR	42	FISH CREEK - SISTER BAY	8.67	1,734
1996	3	020	037	WINNEBAGO	21	LEONARD PT. RD. - USH 41	2.12	259
1997	3	020	042	SHEBOYGAN	23	KOHLER MEM DR/SHEB/(29 - 14)(EB&WB)	1.08	6,699
1997	3	020	050	SHAWANO	22	E.JCT STH 29,47,55 - NCL	4.25	871
1996	3	020	051	CALUMET	149	WCPL - STH 57/CITY OF KIEL	0.38	130
1996	3	020	066	OUTAGAMIE	45	USH 10 - STH 76	1.86	1,912
1997	3	020	067	SHEBOYGAN	67	MILL ST - SUHRKE RD/PLYMOUTH	0.70	160
1996	3	020	069	OUTAGAMIE	125	USH 41 - RR STRUCTURE (GRINDING)	1.46	170
1996	3	020	077	OUTAGAMIE	96	USH 41-PERKINS ST/APPLETN JT REPAIR	1.94	266
1997	3	020	080	MARINETTE	8	N WCL - DUNBAR (C-38-3014)	9.06	3,492
1997	3	020	081	MANITOWOC	32	E.JCT STH 57 - STH 67/KIEL	3.58	1,755
1996	3	020	107	MANITOWOC	32	STH 67-SHEBOYGAN RIVER/KIEL	0.39	34
1996	3	020	113	CALUMET	32	NEW HOLSTEIN - CHILTON(INCL. CITY)	5.50	2,064
1997	3	020	114	MARINETTE	141	CITY OF NIAGARA/MICH STATE LINE	3.07	767
1997	3	020	116	SHEBOYGAN	67	PROSPECT - MILL STREET/PLYMOUTH	0.33	376
1997	3	020	123	MARINETTE	180	CTH X - SEEFIELD RD.	7.60	474
1996	3	020	130	SHEBOYGAN	32	HOWARDS GROVE-E JCT STH 57	7.34	5,972
1997	3	020	146	MARINETTE	141	N JCT USH 8 - NIAGARA	1.47	269
1997	3	020	153	SHEBOYGAN	67	ELKHART LAKE - NCL	2.73	210
1996	3	020	161	SHAWANO	156	NAVARINO RD. - STH 47	4.00	415
1997	3	020	168	MENOMINEE	47	CTH M - WCL	4.00	631
1997	3	020	169	MENOMINEE	55	STH 47 - CTH M	5.00	400
1996	3	020	171	SHAWANO	29	VARIOUS LOCATION MAINTENANCE WORK	3.00	277
1997	3	020	173	OUTAGAMIE	76	CTH S - CTH S INTERSECTIONS.	0.28	282
1996	3	020	214	BROWN	32	SCL - 1.41 MIN OF STH 96	5.23	1,768
1997	3	020	222	OCONTO	32	CTH E - E.JCT. STH 22	7.00	1,381
1996	3	020	238	SHAWANO	22	WOLF RV BRG - ZINGLER AVE/SHAWANO	0.69	646
1996	3	020	245	SHAWANO	X 55	CTH C - STH 160	0.20	200
1997	3	020	246	OUTAGAMIE	55	CITY OF KAUKAUNA/18TH - 2ND ST	0.91	474
1997	3	020	251	OUTAGAMIE	55	CITY OF KAUKAUNA/WISCON-DELGLADE	0.91	1,229
1997	3	020	262	WINNEBAGO	114	NEENAH/GREEN BAY RD-HARRISON/INC BR	0.60	1,497
1997	3	020	308	MARINETTE	64	USH 141 - LITTLE PESHTIGO RIVER	5.66	854
1997	3	020	370	OUTAGAMIE	55	SCL - MORNING SIDE ST./KAUKAUNA	0.79	158
1996	3	020	371	CALUMET	55	N CPL - S CPL SHERWOOD	1.33	943
1997	3	020	372	CALUMET	55	N CPL SHERWOOD - NCL	4.91	1,317
1996	3	020	383	WINNEBAGO	41	LAKE BUTTE DES MORT - NEENAH	7.79	3,100
1996	3	020	388	WINNEBAGO	44	WISCONSIN AVE/WITZEL-CHURCH/OSHKOS	0.55	1,051
1997	3	020	390	OUTAGAMIE	54	BLACK CREEK - SEYMOUR	6.28	1,440

**1996-2001 Six Year Program  
SFYs 1996 & 1997**

PM as of: 18-May-95

Year	Dist	Pg	PMS#	County	Hwy	Description	Miles	Total
1997	3	020	391	BROWN	54	PLEASANT LANE - COUNTRY CLUB ROAD	1.10	2,439
1997	3	020	409	SHAWANO	29	GREEN BAY ST./BONDUEL/	0.99	360
1996	3	020	413	OUTAGAMIE	45	SCL - USH 10	2.04	1,254
1997	3	020	427	OUTAGAMIE	54	VILLAGE OF BLACK CREEK	0.37	63
1996	3	020	429	WINNEBAGO	45	CTH JJ - NCL	5.20	1,112
1996	3	020	485	BROWN	96	CTH X - IH 43	2.15	133
1996	3	020	504	BROWN	41	CTH F - IH 43 MAINT LEVEL OF EFFORT	0.00	2,024
1997	3	020	504	BROWN	41	CTH F - IH 43 MAINT LEVEL OF EFFORT	0.00	105
1997	3	020	505	SHAWANO	29	Hwy 29 MAINTENANCE LEVEL OF EFFORT	0.00	79
<b>Low-Cost Bridges</b>								
1996	3	030	004	BROWN	41	15 BRIDGE DECK OVERLAYS/GREEN BAY	0.00	1,230
1996	3	030	012	DOOR	42	BAYVIEW BRIDGE	B-15-0004 BPP	0.00
1997	3	030	045	BROWN	41	ASHLAND N&SB RAMPS	B-5-119,120 BPC	0.00
1996	3	030	163	OUTAGAMIE	41	MEADE ST. BR & APPR.	B-44-0026 BR	0.00
1997	3	030	165	BROWN	41	GLORY RD	B-5-106 BPC	0.00
1997	3	030	170	BROWN	41	HANSON RD.	B-5-109 BPC	0.00
1996	3	030	181	BROWN	41	41 STRUCTURES	129, 130, 131 BPC	0.00
1997	3	030	183	BROWN	172	WEBSTER AVE	B-5-150 BPC	0.00
1997	3	030	210	MANITOWOC	32	SHEBOYGAN RIVER	B-36-0011 BDR	0.00
1997	3	030	315	MANITOWOC	32	SHEBOYGAN RIVER	B-36-0897 BR	0.00
1996	3	030	321	OUTAGAMIE	LOC	FOX RIVER/ONEIDA ST.	B-44-75 BPP	42
1997	3	030	366	KEWAUNEE	54	SCHOOL CREEK	B-31-0899,900,901 BR	0.02

**1996-2001 Six Year Program  
SFYs 1996 & 1997**

PM as of: 18-May-95

Year	Dist	Pg	PM#	County	Hwy	Description	Miles	Total
<b>DISTRICT FOUR</b>								
Existing Highways (3R)								
1996 4 020 145	GREEN LAKE	49	GREEN LAKE - BERLIN	7.40	1,598			
1996 4 020 165	WAUPACA	22	CLINTONVILLE - SHAWANO COUNTY LINE	4.20	3,552			
1996 4 020 171	WAUPACA	54	EAST JCT. STH 22 - USH 45	10.00	3,600			
1997 4 020 173	ADAMS	13	PLAINVILLE - ADAMS	15.00	2,484			
1997 4 020 182	WAUSHARA	21	WAUTOMA (DIVISION ST-TOWNLINE RD.)	2.08	5,847			
1997 4 020 198	WOOD	10	CLARK CO. LINE - STH 13	4.89	954			
1997 4 020 206	JUNEAU	80	UNION CENTER - ELROY	3.44	2,350			
1997 4 020 207	JUNEAU	80	MAIN ST AND ACADEMY STREET(ELROY)	0.71	995			
1997 4 020 210	MARATHON	B 51	USH 51 - EVEREST DR. (ROTHSCHILD)	2.37	848			
1997 4 020 213	MARQUETTE	22	MAIN STREET,MONTELLO	1.15	2,132			
1997 4 020 216	MARATHON	107	MAIN STREET (MARATHON CITY)	0.48	176			
1996 4 020 231			D 4 CONC.PAV'T,REPAIR LEV.OF EFFORT	0.00	113			
1996 4 020 232			DIST.4 MAINT,RESURF.LEVEL OF EFFORT	0.00	1,756			
1997 4 020 232			DIST.4 MAINT,RESURF.LEVEL OF EFFORT	0.00	726			
1997 4 020 239			CULVERT PIPELINING	0.00	185			
1996 4 020 258	MARATHON	52	5TH,SCOTT AND 1ST STREETS @ WAUSAU	11.42	2,337			
1997 4 020 263			DISTRICT 4 CULVERT REPAIR	0.00	211			
1996 4 020 263			DISTRICT 4 CULVERT REPAIR	0.00	286			
1997 4 020 264			CRC MAINTENANCE PROJECTS	0.00	338			
1996 4 020 264			CRC MAINTENANCE PROJECTS	0.00	315			
1996 4 020 281	MARATHON	153	WEBER TOWN ROAD - STH 97	0.49	827			
1996 4 020 299			MAUSTON-NECEDAH (CY'H'Q)	0.00	263			
1996 4 020 303	PORTAGE	51	COLOMA - STH 54	0.00	920			
1996 4 020 304	WOOD	13	INDUSTRIAL STREET INTERSECTION	0.00	162			
<b>Low-Cost Bridges</b>								
1996 4 030 138	WAUPACA	161	NACE CREEK & NORTH FORK BLAKE CR.	0.00	256			
1997 4 030 142	MARQUETTE	22	MONTELLO BRIDGES	0.00	828			
1997 4 030 153			SHRM BRIDGE(REHAB)LOE	0.00	839			
1996 4 030 153			SHRM BRIDGE(REHAB)LOE	0.00	1,464			
1996 4 030 157	MARATHON	N	BIG RIB RIVER BRIDGE	0.00	330			
1996 4 030 158			DIST.4 BRIDGE PAINT LEVEL OF EFFORT	0.00	150			
1996 4 030 161	WOOD	80	YELLOW RIVER BRIDGE (B-71-0540)	0.00	1,394			
1997 4 030 166	MARATHON	B 51	EAU CLAIRE RIVER BRIDGE B-37-0537	0.00	905			

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1996-2001 Six Year Program  
SFYs 1996 & 1997

Year	Dist	Pg	PM#	County	Hwy	Description	Miles	Total
<b>DISTRICT FIVE</b>								
				Existing Highways (3R)				
1996	5	020	008	RICHLAND	14	RICHLAND CENTER-CTH 'O'	1.83	246
1996	5	020	009	VERNON	14	COON VALLEY-WESTBY//IPCC	2.12	246
1996	5	020	010	MONROE	71	WALKER STREET,VILLAGE OF WILTON	0.34	126
1997	5	020	021	TREMPPEALEAU	53	USH 10 - NORTH COUNTY LINE	1.83	282
1997	5	020	457	JACKSON	95	BLAIR - HIXTON	9.34	1,673
1996	5	020	462	RICHLAND	58	USH 14 - ITHACA	5.02	3,572
1996	5	020	465	TREMPPEALEAU	95	ARCADIA - BLAIR//CTH N-U SH 53	0.09	87
1997	5	020	468	MONROE	21	ANGELO - TOMAH	14.87	2,722
1996	5	020	469	JACKSON	54	BR FALLS-CITY POINT/LEVIS CR-CTY PT	24.80	4,145
1997	5	020	603	MONROE	12	TOMAH - EAST COUNTY LINE	8.05	1,736
1996	5	020	608	CRAWFORD	18	MARQUETTE RD, PRAIRIE DU CHIEN	1.28	210
1996	5	020	613	JACKSON	54	IRVING-BLACK RIVER FALLS	8.29	1,917
1997	5	020	614	JACKSON	54	EAST MAIN ST,BLACK RIVER FALLS	2.00	3,067
1996	5	020	617	MONROE	131	ONTARIO-WILTON/ONTARIO-EMBER AVE//	3.87	730
1997	5	020	621	VERNON	14	VIROQUA-READSTOWN	10.08	2,629
1997	5	020	623	MONROE	21	SPARTA-ANGELO//INCL B-229,232,108	2.43	1,923
1996	5	020	646	STATE WIDE	VAR	MAINT.RESURF/DISTRICT WIDE//FY 96	46.00	3,471
1997	5	020	647	STATE WIDE	VAR	MAINT.RESURF/DISTRICT WIDE//FY 97	46.00	3,714
1997	5	020	658	LA CROSSE	33	STATE RD,LA CROSSE//26 TH ST-ECPL	0.50	565
1997	5	020	668	LA CROSSE	14	STH 35-CTH 'M'/INCLUDES B-32-6	4.83	1,156
1997	5	020	820	TREMPPEALEAU	53	MAIN ST,CITY OF GALESVILLE	0.21	339
1996	5	020	829	BUFFALO	37	STH 37,CITY OF MONDOVI	0.62	226
1996	5	020	831	VERNON	33	ONTARIO-HILLSBORO	3.98	644
1996	5	020	832	VERNON	80	CORN HILL ROAD-HILLSBORO	2.71	468
1996	5	020	842	MONROE	16	W CO.LINE-SPARTA//CTH B-CLIFF DRIVE	2.51	431
1996	5	020	846	JACKSON	54	STH 54,VILLAGE OF MELROSE	0.65	105
1997	5	020	853	LA CROSSE	53	USH 53/CTH MH INTCHG/GAYNOR DR ACC	0.00	210
<b>Low-Cost Bridges</b>								
1996	5	030	153	BUFFALO	37	ALMA-MONDOVI//B-06-01,03,04/O'LAY	0.00	35
1996	5	030	156	JACKSON	12	MERRILLAN-MILL STON/B-27-955,952	0.00	21
1996	5	030	165	TREMPPEALEAU	53	PIGEON FALLS-OSSEO//B-61-762	0.00	15
1997	5	030	166	TREMPPEALEAU	93	ELK CREEK-ELEVA//B-61-52	0.00	53
1996	5	030	167	VERNON	82	CTH D-LA FARGE//B-62-20,24	0.00	24
1996	5	030	169	MONROE	21	TOMAH-EAST CO LINE//B-41-120,08,09	0.00	25
1996	5	030	503	TREMPPEALEAU	53	GALESVILLE-BLAIR/BEAVER CR//B-61-10	0.00	557
1997	5	030	507	MONROE	21	ANGELO-TOMAH,MUD CREEK//B-41-811	0.00	154
1996	5	030	508	JACKSON	95	W C LINE-HIXTON,B-27-11,12,13,14,15	0.00	1,006
1996	5	030	509	VERNON	82	CTH SS-LA FARGE,DRY HOLLOW CR//B-974	0.00	176
1996	5	030	517	JACKSON	54	B R FALLS-CITY POINT,B-27-6,7	0.00	160
1997	5	030	523	TREMPPEALEAU	53	MAIN ST,GALESVILLE//B-61-947	0.00	1,923

**1996-2001 Six Year Program  
SFYs 1996 & 1997**

PM as of:	Pg	PMS#	County	Hwy	Description	Miles	Total
1996	5	030 702	CRAWFORD	131	BELL CTR-GAYS MILLS,B-830,SAND CR	0.00	289
1997	5	030 705	BUFFALO	88	CZECHVILLE-WAUMANDEE,B-06-924	0.00	193
1997	5	030 708	MONROE	131	STH 71-TOMAH,B-41-52,O'LAY	0.00	76
1996	5	030 712	JACKSON	54	IRVING-B R FALLS,B-27-061/O'LAY	0.00	46
1996	5	030 727	JACKSON	54	B R FALLS-CITY POINT,B-27-8,9	0.00	550
1996	5	030 730	STATE WIDE	VAR	BRIDGE PAINTING-VARIOUS LOCATIONS	0.00	954
1997	5	030 730	STATE WIDE	VAR	BRIDGE PAINTING-VARIOUS LOCATIONS	0.00	485
1997	5	030 920	MONROE	12	TOMAH-E CO LINE/B-41-935;936;937	0.00	631
1996	5	030 921	LA CROSSE	14	CASS ST.BRIDGE,LA CROSSE/DECK O'LAY	0.00	410
1996	5	030 926	VERNON	162	STODDARD-CTH'O',COON CR/B-29'O'LAY	0.00	79

PM as of: 18-May-95

**1996-2001 Six Year Program  
SFYs 1996 & 1997**

Year	Dist	Pg	PMS#	County	Hwy	Description	Miles	Total
<b>DISTRICT SIX</b>								
						Existing Highways (3R)		
1997	6	020	001	DUNN		170 DOWNING-BOYCEVILLE(CTH Q-CTH K)	4.31	1,654
1997	6	020	002	DUNN		170 GLNWDCTY-DWNING(TIFFANYCR-SUMMITS	0.34	75
1997	6	020	011	EAU CLAIRE		53 EC-CF(BIRCH ST-ST124;HALLIE INTCHG)	9.52	1,300
1997	6	020	012	CHIPPEWA		124 EAU CLAIRE-CHIPPEWA FLS (US53-ST29)	5.27	750
1997	6	020	018	DUNN		170 DOWNING-BOYCEVILLE(SUMMIT ST-CTH Q)	0.37	204
1997	6	020	069	ST. CROIX		12 HUDSON-BALDWYN(CTH U-U SH 63)	15.70	275
1997	6	020	074	ST. CROIX		12 BALDWYN-WILSON(USH 63-EAU GALLE RV)	6.78	485
1996	6	020	076	PIERCE		35 DMD BLUFF-PRESCOTT(WACOTA ST-US H10	0.98	1,499
1996	6	020	078	PEPIN		35 PEPIN-STKM(BOYD ST:PPN-ELM ST:STKM)	6.87	1,126
1997	6	020	083	ST. CROIX		35 SOMERSET-NCL(APPLE RIVER BRG-NCL)	6.00	800
1997	6	020	087	CHIPPEWA		53 STH 124-CHIPPEWA FLS(STH 124-STH 29)	2.90	475
1996	6	020	126	TAYLOR		64 MEDFORD BROADWAY ST(MAIN ST-STH 13)	0.63	1,372
1996	6	020	143	PIERCE		63 ELLSWORTH-BALDWYN(USH 10-STH 29E)	10.28	1,359
1996	6	020	144	PIERCE		10 ELLSWORTH-DURAND(CTH A - ECL)	10.35	2,700
1996	6	020	145	PEPIN		10 PLUM CITY-DURAND(WCL-CHIPPEWA RIV)	8.43	1,830
1997	6	020	148	EAU CLAIRE		12 EAU CLAIR-FALL CR(MAYER RD-FALL CR)	6.69	785
1997	6	020	199			STH MAINTENANCE (LEVEL OF EFFORT)	0.00	250
1996	6	020	207	PIERCE		29 USH 63-SPRING VALLEY(CTH CC-CTH B)	1.15	102
1997	6	020	213	DUNN		25 MENOMONIE BROADWAY(11TH AV-4TH AV)	0.43	1,000
1997	6	020	215	DUNN		29 MENOMONIE BROADWAY-USH 12)	0.19	440
1997	6	020	216	ST. CROIX		170 GLENWOOD CITY MAPLE ST(1ST-7TH)	0.60	750
1996	6	020	226	ST. CROIX		35 HOULTON - SOMERSET (CTH E - WCL RR)	7.33	100
1996	6	020	228	CHIPPEWA		53 CHIPPEWA FALLS-BLOOMER(CTH B-CTH F)	6.84	1,233
1996	6	020	229	CHIPPEWA		53 BLOOMER-NEW AUBURN(CTH F-NCL)	9.50	1,764
1997	6	020	242	EAU CLAIRE		53 OSSEO-EAU CLAIRE(SCL-CTH V)	4.99	925
1996	6	020	245	EAU CLAIRE		53 EC-HASTINGS WAY(USH 12-MAIN ST)	1.00	820
1997	6	020	249	CLARK		73 NEILLSVILLE(4TH ST-DIVISION ST)	0.44	775
1996	6	020	288	DUNN		40 SHRM ELK MOUND-COLFAX(SHOULDERS)	0.00	132
1996	6	020	309	EAU CLAIRE		53 EAU CLAIE-OSSEO(SCL-CTH V)	0.00	63
1996	6	020	335	EAU CLAIRE		12 AUGUSTA-FARCHILD(CTH M-US H 10)	0.00	225
1997	6	020	341	CLARK		10 NEILLSVLL, DIVISIONS ST(HEWETT-WILLOW)	0.45	180
<b>Low-Cost Bridges</b>								
1997	6	030	035	DUNN		170 DOWNING-BOYCEVILLE(TIFFANY CR:B17-177)	0.00	200
1997	6	030	038	EAU CLAIRE		12 FALL CR-AUG(BR BEARGRASS CR:B-925)	0.00	87
1997	6	030	039	EAU CLAIRE		12 FALL CR-AUG(BEARGRASS CR:B18-927)	0.00	181
1997	6	030	040	EAU CLAIRE		12 FALL CREEK-AUGUSTA(RUSH CR:B18-928)	0.00	197
1996	6	030	046	ST. CROIX		12 BALDWYN-ECL(CARR CREEK B-55-9)	0.00	211
1996	6	030	047	ST. CROIX		12 BALDWYN-ECL(WIL SON CREEK B55-11)	0.00	335
1997	6	030	056	DUNN		170 DOWNING-BOYCEVILLE(BEAVER CR:B17-17)	0.00	94
1997	6	030	078	TAYLOR		64 GILMAN-MEDFRD(YELLOW RV: B60-927)	0.00	320

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PM as of: 18-May-95

Year	Dist	Pg	PM#	County	Hwy	Description	Miles	Total
1997	6	030	084	DUNN	64	CONRSVLE-ST 25(BIG BEAVERCR: B17-12)	0.00	190
1996	6	030	085	ST. CROIX	12	BALDWIN-ECL(BRANCH CARR CR:B-55-10)	0.00	197
1997	6	030	087	PIERCE	65	ELSWRTH-RVFLS(TRIMBLE RV BR: B47-1)	0.00	275
1997	6	030	088	PIERCE	65	ELSWRTH-RVFLS(GOOSE CR BR:B-47-4)	0.00	265
1997	6	030	089	PIERCE	65	ELSWRTH-RVFLS(GOOSE &TRIMBELBR:SIG	0.00	5
1997	6	030	103	DUNN	64	CONRSVLE-ST 25(LTL BEAVERCR: B17-13)	0.00	105
1997	6	030	108	PIERCE		BRIDGE PAINTING(LEVEL OF EFFORT)	0.00	500
1997	6	030	147	PIERCE	63	HAGER CITY-ELL SWORTH(BN R/R: B47-11)	0.00	20
1997	6	030	150	CHIPPEWA	53	EC-CHIPPEWA FLS(PETERSON RD:B-9-46)	0.00	20
1997	6	030	151	CHIPPEWA	53	EC-CHIPPEWA FLS(S BOUNDARY RD: B9-47)	0.00	20
1997	6	030	152	CHIPPEWA	64	CONRSVLE-BLOOMER(DUNCAN CR:B-9-15)	0.00	40
1996	6	030	160	EAU CLAIRE	37	MONDOV-EAUCLARE(LOWES CR:B18-937)	0.00	1,407
1996	6	030	161	ST. CROIX	63	BALDWIN-CLEAR LK(WILLOW RV: B55-242)	0.00	138
1997	6	030	173	EAU CLAIRE		EC, VAWATER ST(CHIPPEWA RIVER: B18-919)	0.00	300
1996	6	030	176	DUNN	12	MENOMONIE(RED CEDAR RIVER: B17-638)	0.00	260
1996	6	030	177	PIERCE	29	VLG SPRNG VLY(EAUGALLE RV: B47-775)	0.00	286
1996	6	030	179	ST. CROIX	128	SPRNGVLY-GLNW(BR S TIFANY: B55-495)	0.00	164
1996	6	030	182	CHIPPEWA	64	CONRSVLE-BLOOMER(STH 64 OVR: B9-68)	0.00	150
1996	6	030	183	CHIPPEWA	53	NEW AUBURN(CTH M OVR USH 53: B-9-92)	0.00	165
1997	6	030	184	ST. CROIX	35	HOULTON-SOMERSET(VCL RR:B-55-60)	0.00	120
1997	6	030	192	EAU CLAIRE	53	EC-CHIP FLS(BIRCH ST OVR: B-18-9)	0.00	50
1997	6	030	197	PIERCE	29	RF-SPRNG VLY(BRCH RUSH RV: B-47-369)	0.00	40
1997	6	030	198	PIERCE	29	RF-SPRNG VLY(EAU GALLE RV: B-47-775)	0.00	190
1997	6	030	199	PIERCE	10	ELLSWRTH-PLUM CTY(RUSH RV: B-47-13)	0.00	28

**1996-2001 Six Year Program  
SFY's 1996 & 1997**

PM as of:	18-May-95	Hwy	Description	Miles	Total
<b>DISTRICT SEVEN</b>					
			<b>Existing Highways (3R)</b>		
1996	7	020 103	ONEIDA	51	LAKE MINOCQUA BRIDGE - FRONT ST.
1997	7	020 105	IRON	77	CITY OF MONTREAL - 6TH AVENUE
1996	7	020 129	LANGLADE	55	STH 64 - MOLE LAKE
1997	7	020 133	PRICE	86	OLD STH 13 - CTH C
1997	7	020 163	ONEIDA	47	USH 51 - COUNTRY LANE ROAD
1996	7	020 168	PRICE	13	CTH D - ELK RIVER BRIDGE
1996	7	020 173	LINCOLN	86	WISCONSIN RIVER BRIDGE - CTH S
1997	7	020 175	PRICE	8	WEST COUNTY LINE - HAY CREEK BRIDGE
1996	7	020 178	ONEIDA	70	NORTH COUNTY LINE - USH 51
1996	7	020 179	ONEIDA	17	COURTNEY - CTH W
1996	7	020 187	FOREST	32	HILES - WEST COUNTY LINE
1997	7	020 189	ONEIDA	45	MONICO - THREE LAKES
1996	7	020 200	FOREST	55	HOLFORD ROAD - FIRE TOWER ROAD
1996	7	020 202	VILAS	47	ONEIDA COUNTY LINE - CTH D
1996	7	020 203	ONEIDA	32	FOREST COUNTY LINE - USH 45
1997	7	020 213	LINCOLN	51	LARSON LAKE WAYSIDE - DONOVAN ROAD
1997	7	020 301	PRICE	8	HAY CREEK BRIDGE - DOUGLAS CREEK BR
1997	7	020 305	FLORENCE	101	PATTON LAKE ROAD - JACK PINE DRIVE
1996	7	020 322	ONEIDA	51	PARK STREET - FRONT STREET
1996	7	020 325	LINCOLN	B 51	JOE SNOW ROAD - O'DAY STREET
1996	7	020 326	LINCOLN	B 51	USH 51 - JOE SNOW ROAD
1996	7	020 337	FOREST	32	STH 55 - CTH S
1996	7	020 410	VILAS	17	USH 45 - PHELPS
<b>Low-Cost Bridges</b>					
1997	7	030 073	LINCOLN	17	PRairie RIVER BRIDGE AND APPROACHES
1997	7	030 074	LANGLADE	64	SOUTH BRANCH OCONTO RIVER BRIDGE
1997	7	030 209	IRON	47	MANITOWISH RIVER BRIDGE
1996	7	030 212	PRICE	13	ELK RIVER BRIDGE
1997	7	030 213	ONEIDA	45	CRYSTAL LAKE BRIDGE & APPROACHES
1997	7	030 214	IRON	169	POTATO RIVER BRIDGE
1996	7	030 301	PRICE	13	SOUTH FORK FLAMBEAU RIVER BRIDGE
1997	7	030 305	IRON	2	SAXON OVERHEAD
1996	7	030 306	LINCOLN	51	NORTH BUS 51 OVERPASS
1996	7	030 400	FOREST	32	NORTH BRANCH OCONTO RIVER BRIDGE

1996-2001 Six Year Program  
SFYs 1996 & 1997

PM as of: 18-May-95

Year	Dist	Pg	PM#	County	Hwy	Description	Miles	Total
<b>DISTRICT EIGHT</b>								
1997	8	020	028	BURNETT	35	ST.CROIX RIVER-NORTH COUNTY LINE	5.78	2,628
1996	8	020	041	DOUGLAS	35	TOWER AVE/64TH ST-52ND ST	1.90	2,824
1996	8	020	044	POLK	35	OSCEOLA-USH 8	7.23	3,662
1997	8	020	050			LEVEL OF EFFORT (MAINT,RESUR)	0.00	1,181
1997	8	020	060	SAWYER	27	STH 77-EAU CLAIRE LAKES	14.71	1,658
1997	8	020	101	BURNETT	35	DANBURY-SAINT CROIX RIVER	7.71	889
1996	8	020	114	BURNETT	35	VILLAGE OF WEBSTER	1.40	259
1996	8	020	121	POLK	35	MILLTOWN-LUCK	3.61	292
1996	8	020	125	RUSK	8	LADYSMITH-GLEN FLORA	10.00	1,349
1996	8	020	127	BURNETT	35	VILLAGE OF SIREN	2.20	410
1996	8	020	214	DOUGLAS	35	TOWER AVE/56TH ST-BELKNAP ST	1.63	5,887
1997	8	020	269	SAWYER	27	COUDERAY-STH 70(W)	8.18	1,979
1996	8	020	275	BURNETT	70	STH 35-VIOLA LAKE	4.96	730
1997	8	020	299	BAYFIELD	13	WASHBURN-BAYFIELD	11.97	1,657
1997	8	020	425	DOUGLAS	53	CTH AA-HAWTHORNE	9.63	1,689
1996	8	020	426	ASHLAND	13	GLIDDEN-CTH X	5.80	647
1997	8	020	450	DOUGLAS	2	CTH U-POPLAR	4.29	1,128
1997	8	020	453	BAYFIELD	13	RED CLIFF-CTH K	1.94	315
1997	8	020	454	BARRON	48	STH 25-RICE LAKE	3.91	452
1997	8	020	467	DOUGLAS	2	USH 53-CTH U	1.04	339
1997	8	020	490	BARRON	53	SOUTH COUNTY LINE-USH 8	16.24	3,188
1997	8	020	603	BAYFIELD	2	WCL-INO (PASSING LANES)	0.00	1,131
1996	8	020	609	DOUGLAS	35	NORTH 3RD ST, CITY OF SUPERIOR	0.22	128
1997	8	020	622	POLK	46	AMERY-USH 8	5.05	631
1997	8	020	628	POLK	65	SOUTH COUNTY LINE -CTH C	2.44	84
1997	8	020	661	RUSK	8	GLEN FLORA-EAST COUNTY LINE	11.00	1,051
1997	8	020	662	WASHBURN	53	VILLAGE OF MINONG	0.80	105
1997	8	020	663	BARRON	25	MILL STREET,CITY OF BARRON	0.36	475
1996	8	020	676	ASHLAND	112	ANDERSON CREEK-STH 118	4.97	215
1996	8	020	682	SAWYER	40	STH 48-STH 27	7.84	73
1996	8	020	683			DISTRICT WIDE MILLING	0.00	222
1996	8	020	685	WASHBURN	77	WEST FROG CREEK ROAD-CTH G	3.17	83
1996	8	020	687	BAYFIELD	27	SOUTH COUNTY LINE-43 ROAD	3.12	81
1996	8	020	690	RUSK	73	BLUEBERRY ROAD-EAST LAWRENCE ROAD	3.00	77
<b>Low-Cost Bridges</b>								
1996	8	030	284	BARRON	48	STUMP LAKE BRIDGE	0.00	218
1996	8	030	306	POLK	35	WI CENT LTD RR OVHD (REMOVAL)	0.00	645
1997	8	030	326	DOUGLAS	35	SOOLINE RR OVERHEAD (REMOVAL)	0.00	774
1997	8	030	331	ASHLAND	77	WEST FORK,CHIPPEWA RIVER	0.00	48
1997	8	030	332	SAWYER	77	TEAL RIVER	0.00	32

**1996-2001 Six Year Program  
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PM as of:	Pg	PMS#	County	Hwy	Description	Miles	Total
18-May-95							
1997	8	030 355	BARRON	53	CTH W BRIDGES	0.00	181
1997	8	030 359	BARRON	53	RED CEDAR RIVER BRIDGES	0.00	187
1996	8	030 365	DOUGLAS	35	BLACK RIVER, PATTISON STATE PARK	0.00	341
1996	8	030 369	SAWYER	27	NAMEKAGON RIVER BRIDGE	0.00	1,044
1997	8	030 383	BARRON	8	POKEGAMA CREEK BRIDGE	0.00	482
1996	8	030 668			LEVEL OF EFFORT, BRIDGE PAINTING	0.00	244